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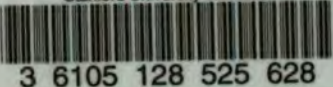
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SOUTH AUSTRALIA.

ANNUAL REPORT

OF THE

SOUTH AUSTRALIAN RAILWAYS COMMISSIONER

FOR

THE YEAR 1896-7.

Ordered by the House of Assembly to be printed, October 5th, 1897.

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SOUTH AUSTRALIAN RAILWAYS.

Railways Commissioner's Office, August 26th, 1897.

SIR—

I have now the honor to submit my report for the year ended June 30th, 1897, together with the usual Appendices giving the necessary information in detail.

Excluding the Palmerston and Pine Creek line, the comparative results of the last two years are as follows:—

REVENUE.				
	1897.	1896.	Increase.	Decrease.
	£	£	£	£
Passengers—First class	61,589	56,732	4,857	—
“ Second class	169,405	165,855	3,550	—
Mails, parcels, &c.	66,032	66,007	25	—
Minerals	272,066	241,425	30,641	—
Grain	30,424	33,911	—	3,487
Wool ..	25,206	35,017	—	9,811
Goods other than the above.....	312,802	303,916	8,886	—
Livestock	60,131	56,692	3,439	—
Miscellaneous—Wharfage, rents, &c. ..	27,380	26,945	435	—
	<u>£1,025,035</u>	<u>£986,500</u>	<u>Net increase, £38,535</u>	

EXPENDITURE.				
	1897.	1896.	Increase.	Decrease.
	£	£	£	£
Maintenance	159,798	137,855	21,943	—
Locomotive branch	293,212	283,226	9,986	—
Traffic, horse power, and general charges	161,244	161,941	—	697
	<u>£614,254</u>	<u>£583,022</u>	<u>Net increase, £31,232</u>	

There is thus shown a gross increase of £51,833 on the coaching, minerals, general goods, livestock, and miscellaneous traffic, decreases being apparent in both the grain and wool traffic, the former arising from the almost total failure of the harvest in this colony, for although 55,251 tons of grain were carried, producing a revenue of £30,424, nearly half of this tonnage was brought from the eastern colonies, returning a freight to these Railways of £19,181. The falling off in wool was due to the reduced clip.

Owing to the severe drought of the past season it is to be feared that the wool traffic of the current year will be even lower than that which has been experienced during the year under review.

There is a very steady growth in the coaching traffic, the percentage increase in the first class being again higher than that in the second, but towards the end of the year this traffic showed signs of flagging, and unless the prospects of next harvest continue to be bright I cannot expect much activity in this line.

There is an increase in the mineral traffic of 104,042 tons and £30,641, which is, I think, likely to be more marked during the year upon which we have just entered.

The livestock traffic also shows an increase, both in the numbers carried and in the receipts, but the former has been swollen by carriage of starving stock, the revenue not advancing in proportion because of the reduced rates for the carriage of that stock.

There has, I regret to say, been an increase of £31,232 in the expenditure, but fully £26,000 of that sum is not due to the working of the year under notice, except in so far as I found it necessary to recoup capital for expenditure in previous years, which, in my judgment, ought to have been earlier brought to the debit of working expenses. The Locomotive Engineer has spent on recoup to capital over £13,000 on account of condemned locomotive engines, tenders, and wagons, almost all of which were replaced out of loan funds some years ago, and £3,055 for vacuum brake gear long since disused; while the Engineer-in-Chief advises me that during this year work representing

representing quite £10,000 has been done which ought to have been attended to in previous years. He significantly adds:—"There has also been a depreciation of the plant generally by reason of deferred works which cannot be measured, and is not in any way covered by the sum named." The capital account should not be burdened with any charges which can be considered renewals or maintenance of existing buildings or stock, and, in addition to effecting these recoups, I follow the policy of charging to working expenses any small sums necessary for additions to stations where this is at all possible.

In other than the departments controlled by the Engineer-in-Chief and Locomotive Engineer excess expenditure is not apparent, but under the head of "Compensation" there is an increase owing to the fact that on the 1st July, 1896, I entered into an arrangement with the Ocean Accident and Guarantee Corporation by which, for a premium of £532 per annum, the department is partly insured against accident to its passengers. This premium is charged to compensation.

The net revenue for the year was £410,781, equal to 3·26 per cent. on the total capital expenditure of £12,599,892, and the percentage of working expenses to revenue was 59·92, against 3·21 per cent. and 59·10 per cent. respectively for the year preceding. The capital account after adjustment by recoups and sales shows an increase of £16,449, but the purchase of locomotives under Messrs. Martin & Co.'s contract involved an expenditure on this account of £45,459.

The train miles run totalled 3,674,713, being an increase of 222,065 compared with 1895-6.

The receipts per mile open were £595 as compared with £573 during the previous year, and per train mile run this year 66·95d. against 68·57d.

The working expenses per mile open were £356 and per train mile 40·12d. as compared with £339 and 40·53d. respectively last year.

The decrease in the receipts per train mile is, no doubt, largely due to the somewhat unprofitable mileage which was necessary under the circumstances mentioned subsequently.

In my last report I mentioned that in the summer of 1895-6 the policy of running cheap excursions had been introduced with comparative success, and during last year this practice was much extended with favorable results.

The tonnage carried in connection with the Barrier mining field was 492,865, being an increase of 91,705 tons, while the receipts from all traffic passing through Cockburn were £417,729, showing an increase of £37,446.

During the year a further extension of the Moonta tramway, viz., from Moonta Township to Hamley Flat, has been effected and the passenger traffic thereby considerably increased without seriously increasing the expenditure.

There has, I am glad to say, been no serious accident to passengers travelling by train during the year.

As a consequence of the severe drought, it became necessary to move large numbers of animals from the distressed districts to country in the South or the Far North, which had been favored by summer rains, and, fully recognising the national interests at stake, as also the direct importance to the Railway Department of saving the lives of the graziers' and farmers' cattle, sheep, and working horses, I readily agreed to quote reduced rates for their carriage, under a system of deferred payment. Under these circumstances, 2,297 cattle, 8,000 horses, and 138,854 sheep were carried, chiefly by special trains, involving the running of over 90,000 engine miles, at a rate which has not been remunerative.

This livestock is being conveyed back under like conditions as regards freight, but much is being unloaded at stations short of ultimate destination, involving practically the same mileage run for a lesser revenue.

The widespread distress amongst the agriculturists led to the creation of a drought-distressed farmers' relief fund, and necessities of life sent out by the committee were carried free over the railways, forage being taken at half rates.

During the year an agreement was made between the Commissioners of New South Wales and Victoria, whereby any further lowering of the rates for Riverina wool by either was stopped, and at a meeting in Melbourne between Mr. Mathieson and myself I assented to this arrangement for South Australia as regards wool from the Darling and Murrumbidgee, at the same time pointing out the competitive nature of the existing charges, and urging joint action by which they could be increased to a scale giving each railway system a more adequate return for its labor without unduly taxing the producer. I regret to say no practical steps have been taken towards stopping the competition between Victoria and this colony for wool grown in the vicinity of the western boundary of the former, but I have reason to hope more satisfactory arrangements for dealing with all this traffic will be possible before next season.

In my last report mention was made of the examination of the line between Crystal Brook and Paratoo, which had been approved with a view of ascertaining how far it was desirable to flatten the curves and reduce the gradients in face of an increasing traffic from the Barrier. After the receipt of the Engineer-in-Chief's report and subsequent consultation with the officers, I was satisfied that an expenditure of £100,000 on this work, which would remove all curves of less than

sixteen chains radius, and, with the exception of the bank between Yongala and Jamestown, give a ruling grade of 1 in 80, was fully justified in the interests of economic working, and Cabinet having sanctioned the outlay, the work was begun last February.

The first section of the improved road, viz., between 157½ and 159½ miles on the Petersburg and Cockburn line will probably be opened for traffic towards the end of this year, and I have asked the Engineer-in-Chief to consider whether a re-grading of the line between Mingary and Paratoo, so that full loads on up trains can be taken to the latter station instead of to Mingary only, as now, cannot be effected at a cost which would render the work desirable.

Expenditure upon the construction of large reservoirs near Roseworthy and Yongala has also been approved during the past year, the latter being intended to serve the important railway centre of Petersburg, where daily over seventy engines are handled, and at which point the department has been for many months at a time without a water supply, necessitating its carriage in large quantities by train from Gladstone. This has been a recurring source of heavy expense, but never before this past dry season have the railways in this colony been worked under greater difficulties for want of a proper water supply at almost every point, and never previously has the risk of absolute cessation of train-working over many sections of the line been so imminent. As illustrating these facts it may be mentioned that in addition to the large quantities of water for locomotive purposes carried by ordinary train—thus reducing the paying load—no less than 17,846 special train miles were run for the same purpose, and how seriously this tended to increase the working cost must be self-evident.

A further exhaustive trial has been made of Leigh Creek coal on the line between Port Augusta and Hergott, but the result has not proved the fuel suitable for our purposes.

The necessary expenditure for lighting the whole of the broad-gauge carriages with Pintsch's gas has been sanctioned, and the material ordered from England.

During the year the work of increasing the number of lavatory carriages by alteration of existing stock has been carried on for both gauges, but unquestionably such needful convenience can be better given when the necessity is recognised during construction, and therefore sanction was given for building eight second-class and five composite 5ft. 3in. gauge carriages, which will be provided with lavatories. The Locomotive Engineer expects to have some of the carriages in traffic by April next.

The construction of 150 narrow-gauge wagons, begun during last year, has been completed, and the work of erecting an additional 150 has commenced, the activity on the Barrier mining field conclusively showing that, if the colony had a harvest of 6bush. or 8bush. to the acre, the existing number of wagons on the northern narrow-gauge systems would not prove sufficient to obviate annoying delays to traffic.

I am pleased to be able to record that it was possible on the 1st February last to put an end to the short time in the Islington shops, which had ruled for so long, and if unfortunately the work should again decrease I propose to reduce the number of men employed rather than have recourse to the system of short time.

Fourteen of the engines to be delivered under Messrs. Martin & Co's. contract were put into traffic during the past twelve months. This contract terminates on the 31st December next—not, as previously stated in my last report, on the 30th June, 1897.

The Engineer-in-Chief and the Locomotive Engineer certify that the way and rolling stock have been maintained in a state of efficiency, and funds having been put at my disposal, not only for continuing the work of replacing locomotive engines and boilers, but for effecting necessary repairs and renewals of permanent way, and for the repainting of a number of stations, a large amount of this work has been attended to during the year.

Subsidies are paid by the Government to this Department for the services rendered to the Defence Force and the State Children's Department, but as the railways are annually at a loss in connection with the work done for these two branches of the Government service I hope some more substantial provision will be made upon next Estimates. Further, in compliance with the desire of Parliament some years ago, the Railway Department annually carries a number of children free to the nearest school, and it is, I think, matter for consideration whether some recoup to Railways on this account should not be made.

It has for some years been the policy to provide the railways with sleepers of South Australian grown timber, and the Engineer-in-Chief has recently pointed out that unless some better measures than have hitherto been adopted are taken for conserving proper timber from which sleepers can be obtained the existing difficulty in securing anything like an adequate supply of seasoned sleepers will be much intensified. On this subject I am making a special report.

PALMERSTON AND PINE CREEK LINE.

The revenue for the past year was £17,908 5s. 10d., being an increase of £2,803 4s.; but working expenses amounted to £18,965 10s. 2d., thus showing a loss upon the year's transactions of

of £1,057 4s. 4d. exclusive of interest upon the loan. The large increase in the working expenses was almost wholly occasioned by the heavy repairs rendered necessary by the terrific cyclone which visited the Territory in January last.

The number of passengers who travelled was 3,080, and 2,926 tons of goods were carried, both these lines showing a satisfactory increase; but there was a large falling off in the cattle trade, only 935 head being conveyed as against 1,598 in 1895-6.

The gross receipts were £123, and the working expenses £130 per mile open.

The train miles run were 31,308, against 31,721 last year.

I have the honor to be,

Sir,

Your most obedient servant,

ALAN G. PENDLETON, Railways Commissioner.

To the Hon. the Commissioner of Public Works.

Comparative Summary for year ending June 30th, 1896, with year ending June 30th, 1897.

Items.	1896-96.	96-97.
Miles open at close of year, 3ft. 6in. gaugeNo.	1,229½	1,229½
Do. do., 5ft. 3in. do.No.	493½	494½
Average miles open for the yearNo.	1,722½	1,723
Capital cost on miles open and completed£	12,583,443	12,599,892
Do. per mile do. do.£	7,305	7,310
Passenger traffic by ordinary and season tickets£	222,587	230,994
Coaching do. other than the above£	66,007	66,032
Mineral do. freight£	241,425	272,066
Grain do. do.£	33,911	30,424
Wool do. do.£	35,017	25,206
Goods do. do. other than the above£	303,916	312,802
Livestock do. do.£	56,692	60,131
Miscellaneous earnings£	26,945	27,380
Revenue—(Gross earnings)£	986,500	1,025,035
Working expenses£	583,022	614,254
Net revenue£	403,478	410,781
Percentage of working expenses to revenue%	59·10	59·92
Do. of net revenue to capital cost on average miles open%	3·21	3·26
Passengers carried—Ordinary and season ticketsNo.	5,435,956	5,799,928
Minerals carried..... tons	453,548	557,590
Grain do.“	91,334	55,251
Wool do.“	26,984	21,955
Goods do. other than the above“	462,514	483,322
Livestock do.“	22,583	28,175
Goods and livestock, gross tonnage, freight paying“	1,056,963	1,146,293
Cattle, calves, and horses carried No.	43,886	53,560
Sheep carried No.	555,619	714,944
Average miles travelled per passenger No.	13·34	14·04
Do. do. per ton of goods No.	127·58	139·10
Average receipts per passenger per miled.	0·74	0·68
Do. do. per ton of goods per miled.	1·19	1·05
Train miles No.	3,452,648	3,674,713
Total earnings per train miled.	68·57	66·95
Total working expenses per train miled.	40·53	40·12
Total earnings per average mile open£	573	595
Total working expenses per do.£	339	356
Locomotives.....No.	308	320
Coaching vehiclesNo.	363	369
Goods and livestock vehiclesNo.	6,051	6,219
Population, excluding aborigines, at close of year, approximately No.	356,000	360,000
Miles of line open for every one thousand of population, approximately No.	4·84	4·79
Population for every mile of line opened.....No.	207	209

The above is exclusive of the Palmerston line.

Adelaide, August 17th, 1897.

J. PICKERING, Comptroller of Accounts.

LIST OF THE TABLES.

SOUTHERN PROVINCE.

No.		Page.
1	General Balance-sheet	10
2	Dates of Opening and the Lengths of the Different Lines	12
3	Statement of Lines Authorised and in Progress, but Not Opened for Traffic	13
4	Public Debt for Railways	13
5	Loans—Provision and Expenditure	16
6	Statement of Cost of Construction and Equipment	17
7	Revenue Account—All Lines	18
8	Analysis of Working Expenses	19
9	Comparative Analysis of Revenue and Working Expenses	20
10	Detailed Statement of Mileage	21
11	Statement of Miles Opened for Traffic	21
12	Statement of Goods and Livestock to and from each Station	22
13	Statement of Revenue, Working Expenditure, and Interest on All Systems from Commencement	26
14	Comparative Statement for Ten Years	27
15	Return of the Number and Nature of Accidents to Life and Limb	28
16	Statement of the Number of Persons Employed	29

NORTHERN TERRITORY.

17	Balance-sheet	30
18	Mileage Open	31
19	Public Debt	31
20	Loans Provision and Expenditure	31
21	Cost of Construction and Equipment	31
22	Comparative Revenue Account	32
23	Analysis of Working Expenses	32
24	Comparative Analysis of Revenue and Working Expenses	33
25	Mileage Run	34
26	Goods and Livestock to and from each Station	34
27	Comparative Statement for Eight Years	35
28	Revenue, Working Expenditure, and Interest on Bonds	36
29	Return of the Number and Nature of Accidents to Life and Limb	36
30	Persons Employed	36

BALANCE-SHEET, JUNE 30TH, 1897

Dr.

SOUTH AUSTRALIAN RAILWAYS IN ACCOUNT

	£	s.	d.	£	s.	d.
To Loan Capital	—			12,465,792	14	10
Viz. :—Amount of Bonds and Bills issued	12,725,658	0	0			
Less transferred to other undertakings	259,865	5	2			
	£12,465,792	14	10			
.....						
.....						
.....						
.....						
.....						
To Contribution from Revenue for Capital.....	—			1,407,822	0	1
As per Railways Commissioner's Report to June 30th, 1895 (page 15), after allowing for relaying that should have been charged to Revenue	476,222	0	1			
Bonds redeemed to July 1st, 1897	931,600	0	0			
	£1,407,822	0	1			
.....						
To Contribution from Revenue for Working Cost.....	—			1,798,794	10	2
Balance of Receipts and Payments to June 30th, 1896.....	1,732,841	13	11			
Excess of Expenditure over Receipts, 1896-7	65,952	16	3			
Viz. :—Interest on Loans	464,769	5	7			
Expenditure per Treasury Accounts	622,270	11	5			
Less transferred to North- ern Territory—Palmer- ston line	160	16	9			
	622,109	14	8			
	1,086,879	0	3			
Revenue paid into Treasury	1,020,926	4	0			
	£65,952	16	3			
	1,798,794	10	2			
.....						
.....						
To Sundry Accounts Owing by Railway	—			58,314	10	0
Balances owing to other Railways, Stores, &c.	15,533	11	1			
Wages accruing and Accounts in Suspense	41,474	2	9			
Deposits, Contractors' and others	673	9	1			
Fines Account	531	2	1			
Assurance Account (held in trust)	102	5	0			
	£58,314	10	0			
.....						
.....						
.....						
.....						
.....						
				£15,730,723	15	1

Examined with the stationmasters' and intercolonial monthly returns, the monthly abstracts certified by the Traffic Auditor, the abstract of ledger balances, the expenditure vouchers, and the Treasurer's accounts of receipts and payments, and found to agree therewith.
August 25th, 1897.

EBENEZER COOKE, Commissioner of Audit.

dix 1.

(EXCLUSIVE OF PALMERSTON LINE).

WITH HER MAJESTY'S GOVERNMENT.

Gr.

				£	s.	d.	£	s.	d.
By Railway Construction				—			12,599,892	5	9
	Loans.	Votes.		Total.					
Way, Works, and buildings..	9,553,053	17	3	263,072	6	0	9,816,126	3	3
Rolling Stock	1,850,058	15	7	156,712	19	8	2,006,771	15	3
Machinery and Plant	230,899	16	5	56,436	14	5	287,336	10	10
Interest during Construction (so far as charged to certain) lines	56,035	1	6	—			56,035	1	6
Discounts and Floating Charges	433,622	14	11	—			433,622	14	11
	£12,123,670	5	8	£476,222	0	1	£12,599,892	5	9
By Balance of Loan Capital in hands of Treasurer				—			342,122	9	2
By Bonds Redeemed out of General Revenue				—			931,600	0	0
By Profit and Loss Account				—			1,771,528	2	3
Balance to Debit of Railways, June 30th, 1896, as per Railways Com- missioner's Report, page 16				1,717,539			4	11	
Excess of Cost over Earnings, 1896-7				53,988			17	4	
Viz. :—Interest on Loans				464,769	5	7			
Working Cost				614,254	4	7			
				1,079,023	10	2			
Less Earnings				1,025,034	12	10			
				£53,988	17	4			
				£1,771,528			2	3	
By Sundry Accounts Owing to Railway				—			85,580	17	11
Stations—Traffic Accounts, balances owing by other Railways, and Cash in Hand				75,011	19	4			
Sundry Accounts in Suspense				9,262	2	5			
H.M. Treasury—Contractors' Deposits				673	9	1			
Savings Bank—Fines				131	2	1			
Assurance				102	5	0			
Bank of Adelaide—Fines				400	0	0			
				£85,580			17	11	
							£15,730,723	15	1

J. PICKERING, Comptroller of Accounts.

Appendix 2.

MILEAGE OPEN for TRAFFIC to JUNE 30th, 1897 (exclusive of Palmerston Line).

From	To	Date of Opening.	* Main Line Mileage.		Total for each System.	
			Miles.	Chains.	Miles.	Chains.
Midland System—						
Adelaide	Port Adelaide	April 21st, 1856	7	35		
Do.	Smithfield	June 1st, 1857	17	53		
Dry Creek	Stockade	June 1st, 1857	2	49		
Smithfield	Gawler	October 5th, 1857	5	75		
Gawler	Roseworthy	August 13th, 1860	5	50		
Roseworthy	Kapunda	August 13th, 1860	17	37		
Dry Creek	Port Adelaide	February 1st, 1868	4	35		
Roseworthy	Tarlee	July 5th, 1869	23	77		
Tarlee	Manoora	February 21st, 1870	21	23		
Manoora	Burra	August 29th, 1870	25	47		
Port Adelaide	Semaphore	January 7th, 1878	1	69		
Burra	Hallett	May 10th, 1878	18	36		
Kapunda	Morgan	September 23rd, 1878	56	64		
Gawler Station	Gawler Town	February 17th, 1879	1	16		
Hallett	Terowie	December 14th, 1880	20	11		
Glanville	Large Bay	February 16th, 1891	1	26		
Woodville	Grange	January 1st, 1893	3	44		
Grange	Henley Beach	February 1st, 1894.	1	45		
Total		(5ft. 3in. Gauge)			236	72
Northern System—						
Port Wakefield	Hoyleton	January 1st, 1870	28	41		
Hoyleton	Blyth	March 1st, 1876	13	41		
Kadina	Moonta	March 1st, 1878	17	10		
Port Wakefield	Kadina	October 9th, 1878	34	55		
Kadina	Snowtown	October 1st, 1879	33	17		
Hamley Bridge	Balaklava	January 15th, 1880	22	13		
Moonta Bay	East Moonta (5ft. 3in. gauge)..	March 1st, 1878 †	4	2		
Moonta	Hamley Flat (5ft. 3in. gauge)..	February 15th, 1897	1	10		
Port Pirie	Crystal Brook	December 10th, 1876	17	41		
Crystal Brook	Gladstone	December 7th, 1876	14	73		
Gladstone	Caltowie	January 19th, 1878	11	51		
Caltowie	Jamestown	July 16th, 1878	7	67		
Port Augusta	Quorn	December 16th, 1879	24	46		
Quorn	Hawker	June 28th, 1880	40	49		
Jamestown	Yongala	December 14th, 1880	15	34		
Yongala	Petersburg	January 17th, 1881	6	10		
Petersburg	Terowie	May 11th, 1881	14	26		
Hawker	Beltana	July 1st, 1881	78	24		
Petersburg	Orroroo	November 23rd, 1881	21	75		
Orroroo	Quorn	May 22nd, 1882	58	38		
Beltana	Farina	May 22nd, 1882	54	62		
Farina	Hergott	February 7th, 1884	32	59		
Gladstone	Laura	June 2nd, 1884	6	71		
Petersburg	Cockburn	June 14th, 1887	144	62		
Hergott	Coward	February 1st, 1888	80	3		
Coward	William Creek	June 1st, 1889	45	18		
William Creek	Warrina	November 1st, 1889	67	15		
Warrina	Oodnadatta	January 7th, 1891	54	34		
Blyth	Gladstone	July 2nd, 1894	43	28		
Brinkworth	Snowtown	July 2nd, 1894	12	69		
Total		{ (3ft. 6in. Gauge) (5ft. 3in. ") }	1,003	12	1,008	24
			5	12		
Southern System—						
Goolwa	Port Elliot	May 18th, 1864	6	15		
Port Elliot	Victor Harbor	August 4th, 1864	3	76		
Strathalbyn	Goolwa	February 23rd, 1869	20	2		
Adelaide	Aldgate	March 14th, 1883	21	14		
Aldgate	Mount Barker Junction	November 28th, 1883	9	53		
Mount Barker Junction	Nairne	November 28th, 1883	3	40		
Mount Barker Junction	Mount Barker	November 28th, 1883	3	5		
Mount Barker	Strathalbyn	September 15th, 1884	16	35		
Sandergrove	Milang	December 17th, 1884	8	29		
Bordertown	Victorian Boundary	January 1st, 1885	11	75		
Nairne	Bordertown	May 1st, 1886	148	12		
Total		(5ft. 3in. Gauge)			252	36
South-Eastern System—						
Kingston	Naracoorte	July 22nd, 1876	52	32		
Beachport	Mount Gambier	May 19th, 1879	51	16		
Naracoorte	Custon	September 21st, 1881	43	67		
Custon	Wolseley	April 18th, 1883	5	7		
Naracoorte	Mount Gambier	June 14th, 1887	63	36		
Total		(3ft. 6in. Gauge)			215	78
Port Broughton	Barunga Range (3ft. 6 in. gauge)	March 11th, 1876	..		10	6
					1,723	50

* Main through-line is calculated from centre to centre of stations; at junctions the main through-line of the branches is reckoned from the point of the switches where it joins the original main line. † This line was extended to East Moonta and altered to run through George-street, Moonta, on December 24th, 1895. ‡ Alterations made during 1896 in the Pichi Richi Pass reduced the mileage by 4 chains.

Adelaide, August 6th, 1897.

J. PICKERING, Comptroller of Accounts.

APPENDIX

Appendix 3.

STATEMENT of LINE AUTHORISED and in PROGRESS but NOT OPENED for TRAFFIC on JUNE 30th, 1897.

Authorised by Act.		Line.	Total Length of Line Authorised.		Length of Line not open for Traffic on June 30th, 1897.		Date of commencing the Line.	Probable Date of Completion.
No.	Year.		Miles.	Chains.	Miles.	Chains.		
—	—	Nil.	—	—	—	—	—	—

Adelaide, August 6th, 1897.

J. PICKERING, Comptroller of Accounts.

Appendix 4.

PUBLIC DEBT for RAILWAYS on JUNE 30th, 1897 (exclusive of Palmerston Line).

Act No.	Undertaking.	Authorised to be Raised.	Bonds, Stock, and Treasury Bills Sold—Amount.	Redeemed to June 30th, 1897.	In Circulation on June 30th, 1897.	INTEREST.		
						Rate.	Per cent.	Paid and Accrued to June 30th, 1897.
								£ s. d.
18 of 1853	Railway from Adelaide to Port Adelaide	£ 150,000	£ 150,000	—	—	6	6	109,001 12 9
27 of 1855-6	Railway from Adelaide to Port Adelaide—To complete	36,000	36,000	203,750	—	6	6	72,937 3 0
9 of 1857-8	Railway from Adelaide to Port Adelaide—To complete	17,750	17,750	—	—	6	6	34,754 11 3
9 of 1857-8	Railway from Adelaide to Gawler—To complete	55,250	50,350	300,350	—	6	6	11,079 0 0
18 of 1854	Railway from Adelaide to Gawler, with Branch to Stockade	250,000	250,000	76,800	—	6	6	9,207 0 0
10 of 1857-8	Railway from Gawler to Kapunda—First section	80,000	76,800	36,800	—	6	6	18,841 12 9
2 of 1858	Railway from Gawler to Kapunda—Second section	40,000	36,800	12,600	—	6	6	70,912 10 0
20 of 1859	Railway from Gawler to Kapunda—Third section	13,500	12,600	33,500	—	6	6	29,934 0 0
2 of 1860	South Australian Railways—To complete	36,000	33,500	12,800	—	6	6	129,249 0 0
23 of 1862	Tramway from Port Elliot to Victor Harbor	14,000	12,800	45,300	—	6	6	—
1 of 1866-7	Tramway from Strathalbyn to Middleton	48,000	45,300	18,600	—	6	6	—
15 of 1866-7	Railway from Dry Creek to Port Adelaide	20,000	18,600	31,109	42,300	6	6	—
25 of 1866-7	Railway from Port Wakefield to Hoyle's Plains	77,000	73,400	—	—	6	6	—
25 of 1867	Tramway from Strathalbyn to Middleton—To complete	44,000	—	—	—	—	—	—
	Railway from Roseworthy to Forresters	124,000	—	—	—	—	—	—
	Railway from Port Wakefield to Hoyle's Plains—To complete	22,252	500,000	160,000	340,000	6	6	844,200 9 0
	Additional rolling-stock, &c.	73,000	—	—	—	—	—	—
25 of 1872	Tramway to Granite Island and additions to Victor Harbor Jetty	10,000	—	—	—	—	—	—
	Railway from Forresters to Redruth	260,000	—	—	—	—	—	—
2 of 1874	Railway from Kingston to Naracoorte	160,000	160,000	—	160,000	4	4	152,000 0 0
	Railway accommodation	86,000	—	—	—	—	—	—
	Railway from Port Pirie to Gladstone	147,000	—	—	—	—	—	—
	Railway from Port Broughton to Barunga Range	46,000	450,000	—	450,000	4	4	405,000 0 0
	Railway from Port Wakefield to Kadina	115,000	—	—	—	—	—	—
	Port Wakefield Extension Railway	56,000	—	—	—	—	—	—

APPENDIX 4—continued.

PUBLIC DEBT for RAILWAYS on 30th JUNE, 1897 (exclusive of Palmerston Line)—continued.

Act No.	Undertaking.	Authorized to be Raised.	Bonds, Stock, and Treasury Bills Sold—Amount.	Redeemed to June 30th, 1897.	In Circulation on June 30th, 1897.	Interest.		
						Rate.	Per cent.	Paid and Accrued to June 30th, 1897.
								£ s. d.
18 of 1874	Extending railway through Port Pirie and building wharves	17,000	82,000	—	82,000	4	4	72,160 0 0
	Railway from Port Adelaide to Semaphore, including bridge	54,000						
	Wharf at Port Wakefield	11,000						
24 of 1876	Port Wakefield and Kadina Railway—To complete	55,000	200,000	—	200,000	4	4	130,666 13 4
	Kingston and Naracoorte Railway—To complete	46,000						
	Murray Bridge	100,000						
47 of 1876	Railway from Port Augusta to Government Gums, &c.	1,115,570	2,188,500	—	2,188,500	4	4	1,712,076 0 0
	Railway from Kapunda to North-West Bend, &c.	357,719						
	Railway from Rivoli Bay to Mount Gambier	221,965						
	Railway from Kadina to Barunga Gap	92,710						
	Railway from Gladstone to Jamestown	102,846						
	Railway from Burra to Hallett	102,360						
	Railway from Port Pirie to Gladstone—To complete	91,280						
	Railway from Port Broughton to Barunga Range—To complete	15,700						
	Port Wakefield Extension Railway—To complete	32,800						
	Railway from Port Wakefield to Kadina—To complete	55,560						
57 of 1876	Rivoli Bay Jetty	27,000	65,418	—	65,418	4	4	48,409 6 6
	Kingston Jetty	37,330						
	Wharf at Port Wakefield	1,088						
77 of 1877	Railway from Hamley Bridge to Balaklava	101,760	416,641	—	416,641	4	4	281,718 0 10
	Gawler Tramway	7,700						
	Railway from Kadina to Wallaroo, including purchase of tramways	118,225						
	Barunga Extension Railway	40,725						
	Additional requirements—Rolling-stock &c.	18,440						
	Port Adelaide Swing-bridge	29,680						
	Murray Bridge	39,200						
	Port Broughton Jetty	7,716						
	Screw pile pier and causeway, Victor Harbor	29,345						
	Wallaroo Jetty	23,850						
129 of 1878	Railway from Adelaide to Nairne	712,721	1,800,186	—	1,800,186	4	4	1,260,130 4 2
	Railway from Hallett to Terowie	132,194						
	Railway from Terowie to Pichi Richi, with branch to Jamestown	713,493						
	Additional accommodation	233,828						
159 of 1879	Wallaroo Jetty	7,950	234,830	—	234,830	4	4	152,639 10 0
	Railway from Naracoorte to Tatiara	210,600						
	Additional accommodation	24,314						
189 of 1880	Additional accommodation	88,300	88,300	—	88,300	4	4	57,395 0 0

SOUTH AUSTRALIAN RAILWAYS.

227 of 1881	Railway from Tatiara to Bordertown Railway from Mount Barker to Strathalbyn, including branch from Sandergrove to Milang Railway from Kudina to Wallaroo—To complete Railway from Farina Town to Hergott Springs Railway accommodation Wallaroo Jetty—To complete Kingston Jetty—To complete Rivoli Bay Jetty—To complete	49,150 216,275 6,509 174,250 162,348 9,225 7,175 6,662	631,594	—	631,594	4	373,914 15 1
272 of 1882	Railway accommodation Railway from Nairne to Victorian boundary Railway from Gladstone to Laura	95,335 929,000 47,300	1,071,600	—	1,071,600	4	589,380 0 0
297 of 1884	Railway from Hergott Springs to Strangways Springs Strathalbyn, Goolwa, and Victor Harbor Railway, and Extension from Currency Creek to Goolwa...	603,800 31,200	635,000	—	635,000	4	336,550 0 0
334 of 1884	Railway from Petersburg to New South Wales border Railway from Mount Gambier to Naracoorte Railway from Murray Bridge to Victorian boundary—Rolling-stock Railway from Adelaide to Nairne—To complete Railway from Mount Barker to Strathalbyn—To complete Coalshed Wharf, Port Adelaide	540,400 255,500 132,500 52,000 36,000 44,000	1,060,400	—	1,060,400	4	519,596 0 0
362 of 1885	Railway from Strangways Springs to Peake Railway accommodation Port Pirie Wharf	505,900 31,500 16,500	553,900	—	553,900	4	249,255 0 0
391 of 1886	Railway accommodation	17,000	17,000	—	17,000	4	6,970 0 0
449 of 1888	Railway from Parachilna to the Ranges Railway from Petersburg to New South Wales border—Additional rolling-stock, &c. Railway from Peake to Angle Pole—To complete Additional accommodation Port Pirie Wharf—To complete	13,230 124,500 80,325 136,500 94	354,569	—	354,569	3½	105,484 5 8
491 of 1890	Port Pirie Wharf—To complete Port Broughton Jetty—Extension of T head Wallaroo and Moonta Line Additional accommodation	12,300 1,025 43,665 760,643	817,620	—	817,620	3½	148,253 11 1
549 of 1892	Blyth and Gladstone Railway (exclusive of rolling-stock) Glennville and Largs Bay Railway—Purchase of, &c. Woodville and Grange Railway—Purchase of Additional accommodation Port Pirie Wharf—To complete	260,997 21,200 2,120 195,252 4,240	245,016	—	245,016	3½	20,651 12 5
553 of 1892	Treasury Bills	—	238,714	—	238,714	34 11 3	44,385 15 3
611 of 1894	Wallaroo and Moonta Railway Woodville, Grange, and Henley Beach Railway Railway accommodation	4,000 7,250 89,220	100,470	—	100,470	3	4,521 3 0
	Totals	12,782,801	12,725,668	931,600	11,794,058	—	8,267,603 5 6
	Less transferred to other undertakings	—	—	—	259,865	—	89,738 19 5
	Net amount on Railway Loan moneys	—	—	—	£11,534,193	—	£8,167,864 6 1

* This sum (Act 28 of 1867) represents £30,000, less £7,748 for deepening channel, Port Wakefield. The interest charged to the Govt's accounts was £464 769 5s 7d — £4 0s 7d per cent on £11,534 19s the amount of Bonds and Treasury Bills in circulation on June 30th, 1867. This interest was debited to General Revenue.

Adelaide, August 12th, 1897.

J. PICKERING, Comptroller of Accounts.

Appendix 5.

LOANS PROVISION and EXPENDITURE for RAILWAY PURPOSES (exclusive of Palmerston Line) to JUNE 30th, 1897.

By Act.		Provision.		Expended to June 30th, 1897.		Unexpended Balances.		
No.	Year.	Bonds, Stock, and Treasury Bills Issued.	Credited to Railways from Amounts Realized.	Transferred from other Railway Loans.	Net Interest Paid out of Loan Provision.	Construction and Additional Requirements.	Retained.	Transferred by Loan Money, Acts Nos. 219 of 1881, 220 of 1882, 189 of 1891, and P. No. 123 of 1891.
		\$ s. d.	\$ s. d.	\$ s. d.	\$ s. d.	\$ s. d.	\$ s. d.	\$ s. d.
18	1853	150,000 0 0	150,000 0 0	—	—	150,000 0 0	—	—
18	1854	250,000 0 0	250,000 0 0	—	—	250,000 0 0	—	—
27	1855-6	36,000 0 0	36,000 0 0	—	—	36,000 0 0	—	—
9	1857-8	68,100 0 0	73,000 0 0	—	—	73,000 0 0	—	—
10	1857-8	76,800 0 0	80,000 0 0	—	—	80,000 0 0	—	—
2	1858	36,800 0 0	40,000 0 0	—	—	40,000 0 0	—	—
20	1859	12,600 0 0	13,500 0 0	—	—	13,500 0 0	—	—
2	1860	33,500 0 0	35,350 0 0	—	—	35,350 0 0	—	—
23	1862	12,800 0 0	14,000 0 0	—	—	14,000 0 0	—	—
1	1866-7	45,300 0 0	48,000 0 0	—	—	48,000 0 0	—	—
15	1866-7	18,600 0 0	20,000 0 0	—	—	20,000 0 0	—	—
25	1866-7	73,400 0 0	77,000 0 0	—	—	77,000 0 0	—	—
*28	1866-7	500,000 0 0	533,252 0 0	—	—	531,984 12 1	—	—
25	1872	160,000 0 0	147,918 1 4	—	—	147,918 1 4	—	—
2	1874	450,000 0 0	403,566 14 3	—	—	403,306 14 3	—	—
18	1874	82,000 0 0	76,237 12 3	—	—	76,049 16 6	—	—
24	1875	200,000 0 0	185,077 2 11	—	—	187,923 0 2	54 1 1	—
47	1876	2,188,500 0 0	2,053,982 18 4	—	—	1,984,047 1 1	45 0 2	—
67	1876	65,418 0 0	58,005 12 8	—	—	58,005 12 8	—	—
*77	1877	416,641 0 0	387,287 17 10	—	—	369,967 6 3	—	—
129	1878	1,800,186 0 0	1,673,357 15 6	—	—	1,567,545 14 6	—	—
159	1879	234,830 0 0	234,830 0 0	—	—	186,500 0 0	—	—
189	1880	88,300 0 0	88,300 0 0	—	—	81,597 9 1	92 10 11	—
227	1881	631,594 0 0	630,072 12 4	—	—	584,398 3 5	14,343 0 8	—
272	1882	1,071,600 0 0	1,056,044 9 5	—	—	1,044,444 10 2	496 4 6	—
297	1884	635,000 0 0	633,234 0 0	—	—	463,526 13 7	171 13 1	—
333	1884	—	—	125,344 2 8	—	121,380 3 1	3,963 19 7	—
334	1884	1,060,400 0 0	1,053,283 7 4	—	—	993,668 2 11	3,682 14 10	—
362	1885	553,900 0 0	546,127 7 6	—	—	414,465 17 10	3,807 14 0	—
391	1886	17,000 0 0	17,000 0 0	—	—	14,277 5 9	2,722 14 3	—
437	1888	—	—	263,747 12 6	—	263,747 12 6	—	—
449	1888	354,569 0 0	348,155 0 3	—	—	250,450 8 4	10,573 16 8	—
1881	1881	—	—	5,340 0 0	—	7,922 6 8	417 13 4	—
491	1890	817,620 0 0	756,044 13 2	—	—	593,078 3 1	161,540 14 2	—
549	1892	245,016 0 0	237,210 0 0	—	—	419,050 10 7	49,871 14 2	—
553	1892 (Treasury Bills)	238,714 0 0	238,598 0 0	—	—	13,556 19 7	83,043 0 5	—
611	1894	100,470 0 0	96,600 0 0	—	—	12,860 16 5	13,751 17 9	—
1895	1895	—	—	26,612 14 2	—	6,189 7 5	—	—
639	Excess Warrant	—	—	—	—	—	—	—
							348,888 9 7	
							6,716 0 5	
							342,122 9 2	
							683,909 14 6	
							£12,716,079 14s. 5d.	
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							£12,716,079 14s. 5d.	
							£12,716,079 14s. 5d.	
							£12,716,079 14s. 5d.	
				</				

Less excess on Act 129/78 £1,226 13 0
Less Executive Council's Excess
Warrant 5,489 7 5

* Additional accommodation under Acts 28 of 1867 and 77 of 1877 were treated as one provision by the Treasury.
Adelaide, August 12th, 1897
T. B. BOWLING, Comptroller of Accounts

Appendix 6.

STATEMENT of the COST of CONSTRUCTION and EQUIPMENT from the COMMENCEMENT of the LINES to JUNE 30th, 1897 (exclusive of Palmerston Line).

System.	Gauge.	Miles of Line Open on June 30th, 1897.		Expenditure.					
				By Loans.			From General Revenue.		Per Mile Open.
	ft. in.	mls. chs.	£	s.	d.	£	s.	d.	£
MIDLAND SYSTEM—									
Adelaide and Port Adelaide	5 3	7 35	186,000	0	0	—	—	—	13,900
Port Adelaide and Semaphore	5 3	1 69	77,918	6	9	—	—	—	
Glanville and Largs Bay (including jetty)	5 3	1 26	17,119	16	0	—	—	—	
Woodville and Henley Beach	5 3	5 9	8,771	11	5	—	—	—	
Adelaide and Kapunda (including Dry Creek to Stockade)	5 3	49 24	491,850	0	0	69,632	16	5	
Dry Creek and Port Adelaide	5 3	4 35	20,000	0	0	—	—	—	
Roseworthy and Tarlee	5 3	23 77	124,000	0	0	—	—	—	
Tarlee and Burra	5 3	46 70	260,000	0	0	730	3	8	
Burra and Hallett	5 3	18 36	95,818	2	4	—	—	—	
Hallett and Terowie	5 3	20 11	115,855	12	4	—	—	—	
Kapunda and North-West Bend	5 3	56 64	319,197	14	2	—	—	—	
Gawler Tramway	5 3	1 16	6,742	16	2	—	—	—	
Additional requirements on the above 236 miles 72 chains	—	—	1,255,146	2	8	255,894	14	11	
SOUTHERN SYSTEM—									
Adelaide, Nairne, and Mount Barker	5 3	37 32	713,335	0	3	—	—	—	9,713
Nairne to Victorian Border (including the Murray Bridge) ..	5 3	160 7	1,200,615	17	5	—	—	—	
Mount Barker and Strathalbyn (including Sandergrove to Milang)	5 3	24 64	248,612	8	7	—	—	—	
Strathalbyn, Goolwa, and Victor Harbor	5 3	30 13	113,877	4	8	77,396	10	4	
Strathalbyn, Goolwa, and Victor Harbor (adapting line for loco. traffic), including line Currency Creek to Goolwa	5 3		17,438	2	1	—	—	—	
Additional requirements on the above 252 miles 36 chains	—		—	65,379	1	10	15,510	14	
NORTHERN SYSTEM—									
Port Wakefield and Hoyleton	3 6	28 41	99,262	0	0	—	—	—	5,421
Hoyleton and Blyth	3 6	13 41	77,663	8	2	—	—	—	
Port Wakefield and Kadina	3 6	34 55	206,180	17	10	—	—	—	
Kadina and Barunga Gap	3 6	33 17	82,765	7	7	—	—	—	
Barunga Gap and Snowtown	3 6		37,076	9	2	—	—	—	
Hamley Bridge and Balaklava	3 6	22 13	93,658	12	2	—	—	—	
Kadina, Wallaroo, and Moonta	3 6	22 22	89,003	12	0	—	—	—	
Kadina and Wallaroo (new line)	3 6		26,635	8	10	—	—	—	
Wallaroo and Moonta (new line)	3 6		43,135	7	6	—	—	—	
Moonta Tramways	5 3	56 17	11,405	13	4	—	—	—	
Blyth and Gladstone, with branch to Snowtown	3 6		210,099	13	8	—	—	—	
Port Pirie and Gladstone	3 6	32 34	225,911	0	11	—	—	—	
Gladstone and Jamestown	3 6	19 38	83,308	12	6	—	—	—	
Terowie and Pichi Richi (including Jamestown to Petersburg)	3 6	116 23	563,191	17	7	—	—	—	
Gladstone and Laura	3 6	6 71	36,463	19	9	—	—	—	
Petersburg and New South Wales Border	3 6	144 62	672,741	12	1	—	—	—	
Port Augusta and Government Gums	3 6	198 21	1,034,755	2	2	—	—	—	
Farina and Hergott Springs	3 6	32 59	150,313	19	4	—	—	—	
Hergott Springs and Strangways Springs	3 6	99 35	447,081	2	4	—	—	—	
Strangways Springs and Peake	3 6	99 0	392,362	17	7	—	—	—	
Peake and Angle Pole	3 6	48 35	293,711	2	10	—	—	—	
Additional requirements on the above 1,008 miles 24 chains	—	—	507,514	12	9	81,855	11	4	
SOUTH-EASTERN SYSTEM—									
Kingston and Naracoorte	3 6	52 32	190,081	5	8	—	—	—	4,112
Naracoorte and Tatiara	3 6	43 67	164,000	0	0	—	—	—	
Tatiara and Wolseley	3 6	5 7	13,131	6	5	—	—	—	
Rivoli Bay and Mount Gambier	3 6	51 16	201,531	1	5	—	—	—	
Mount Gambier and Naracoorte	3 6	63 36	211,610	4	8	—	—	—	
Additional requirements on the above 215 miles 78 chains	—	—	93,208	0	4	14,498	15	9	
PORT BROUGHTON AND BARUNGA RANGE									
Additional requirements on the above	—	—	48,429	13	6	—	—	—	5,528
	—	—	4,737	14	7	2,110	10	8	
COST OF CONSTRUCTION AND EQUIPMENT									
	—	1,723 50.	11,648,639	13	4	517,629	17	6	—
Add for relaying out of Loan moneys and reduce the expenditure from General Revenue, Capital Account, by the same amount									
	—	—	41,407	17	5	41,407	17	5	—
Add discounts and floating charges (amount short raised) ..	—	—	433,622	14	11	—	—	—	—
Total cost	—	—	12,123,670	5	8	476,222	0	1	—

The total cost on the 1,723 miles 50 chains was £12,599,892 5s. 9d., or £7,310 per mile.

Adelaide Station, August 18th, 1897.

J. PICKERING, Comptroller of Accounts.

APPENDIX

Appendix 7.

REVENUE ACCOUNT, ALL LINES (except the Palmerston), YEARS ended JUNE 30th, 1896 and 1897.

EXPENDITURE.	Year ended June 30th.	
	1896.	1897.
Maintenance of way, works, and buildings	\$ 137,855 4 9	\$ 159,797 19 3
Horse power	1,302 9 2	1,568 13 8
Locomotive power	220,343 9 2	242,666 0 6
Carriage and wagon repairs	62,881 16 10	50,545 3 3
Traffic expenses	146,126 9 10	144,935 5 5
Compensation	161 11 6	713 8 5
General charges	14,290 8 10	14,087 9 1
Totals working expenditure	583,021 10 1	614,254 4 7
Balance, being net revenue	408,478 2 7	410,780 8 3
Grand totals	\$986,499 12 8	1,025,034 12 10

† See Appendix No. 9.

Adelaide, August 6th, 1897.

J. PICKERING, Comptroller of Accounts.

Appendix 8.

ANALYSIS of WORKING EXPENSES—YEARS ended JUNE 30th, 1896 and 1897.

Account.	1896.	1897.	Account.	1896.	1897.
	£	£		£	£
MAINTENANCE OF WAY, WORKS, BUILDINGS.			CARRIAGE AND WAGON REPAIRS.		
Engineering and supervision	17,006	16,583	Superintendence and office expenses	2,894	3,072
Holidays	3,114	3,398	Shop charges	5,789	6,144
Sick pay	91	63	Carriages—Repairs and renewals	22,492	23,336
Way—Ballasting	4,013	10,986	Repairs—Accidents	60	88
Weeding	9,048	6,703	Additions and alterations	614	180
Sleepers	7,628	10,515	Wagons—Repairs and renewals	30,002	18,085
Rails, &c.	12,778	7,779	Repairs—Accidents	402	128
Platelaying	57,750	59,558	Additions and alterations	629	523
Works—Clearing	3,520	2,898	Totals	62,882	50,548
Fencing	1,525	2,803			
Earthworks	5,513	6,566	TRAFFIC EXPENSES.		
Bridges, &c.	3,920	6,401	General Traffic Manager's office	2,871	2,957
Roads, &c.	895	1,132	Traffic officers	35,984	35,723
Tunnels, &c.	142	4	Guards, porters, and others	69,994	69,332
Jetties and wharves	208	1,415	Signals	10,750	10,328
Trees	11	6	Parcels	977	969
Buildings—Traffic	2,234	7,369	Horse shunting	3,766	3,836
Locomotive	889	2,034	Sheets	2,040	2,029
Maintenance	69	153	Fuel, light, &c.	5,938	6,321
Residences	1,161	4,151	Greasing	3,034	2,724
Rolling-stock	1,088	1,030	Clothing	2,163	681
Machinery and Plant—Signals	1,478	1,959	Advertising	514	543
Electrical appliances ..	1,519	1,617	Printing and stationery for stations	3,080	3,242
Other machinery	838	1,300	Sundries	4,988	5,340
Reservoirs, &c.	1,036	1,470	Car hire	33	910
Coal stages, &c.	167	262	Totals	146,127	144,935
Improvements	214	1,743			
Totals	137,855	159,796	COMPENSATION.		
			Personal	—	557
HORSE POWER.			Goods	71	63
Drivers and others	1,057	1,118	Sundries	91	93
Forage, &c.	246	451	Totals	162	713
Horses replaced	59	—			
Totals	1,362	1,569	GENERAL CHARGES.		
			Commissioner's office	2,405	2,263
LOCOMOTIVE POWER.			Comptroller's office	10,771	10,594
Superintendence and office expenses	12,320	13,255	Legal	382	305
Running—Drivers, firemen, and cleaners	85,654	93,402	Sundries	732	965
Bonuses	310	680	Totals	14,290	14,027
Stores	8,312	9,285			
Fuel	45,081	52,202	Grand totals		
Water	8,584	6,813			
Repairs and renewals	52,373	58,334			
Repairs—Accidents	12	21			
Additions and alterations	266	987			
Shop charges	7,432	7,088			
Totals	£220,344	242,666			

The expenditure as stated above includes replacements, as follows—

	1896.	1897.
	£	£
Locomotives	6,415	10,589
Carriages	171	1,024
Wagons	2,645	1,874
Vacuum brake gear	—	3,055
And extraordinary maintenance	25,737	39,283

Adelaide, August 11th, 1897.

J. PICKERING, Comptroller of Accounts.

Appendix 9.

COMPARATIVE ANALYSIS of REVENUE and WORKING EXPENSES for the YEARS ended JUNE 30th, 1896 and 1897 (exclusive of Palmerston Line).

Items.	Year ended June 30th, 1896.					Year ended June 30th, 1897.						
Average miles open for traffic	1,722½					1,723						
Train mileage	Passenger, 1,362,737; Merchandise, 2,089,911; total, 3,452,648					Passenger, 1,409,436; Merchandise, 2,265,277; total, 3,674,713						
	Numbers.	Tonnage.	£	Per Mile Open.	Per Train Mile.	Numbers.	Tonnage.	£	Per Mile Open.	Per Train Mile.		
REVENUE.				£	d.				£	d.		
Passengers by ordinary tickets—1st class	450,765	—	53,264	—	—	518,264	—	57,797	—	—		
Do. do. 2nd class	3,136,345	—	166,825	—	—	3,422,302	—	160,335	—	—		
Passengers by season tickets—*1st class..	269,297	—	3,468	—	—	273,964	—	3,792	—	—		
Do. do. *2nd class	1,579,549	—	9,030	—	—	1,585,398	—	9,070	—	—		
Miles travelled by passengers	72,527,094	—	—	—	—	81,422,474	—	—	—	—		
Average mileage per passenger	13·34	—	—	—	—	14·04	—	—	—	—		
Average receipts per passenger per mile..	0·74d.	—	—	—	—	0·68d.	—	—	—	—		
Excess fares	—	—	5,084	—	—	—	—	5,385	—	—		
Parcels and cloak room charges	—	—	33,616	—	—	—	—	32,624	—	—		
Mails	—	—	16,636	—	—	—	—	15,567	—	—		
Departmental subsidies	—	—	1,292	—	—	—	—	1,892	—	—		
Sundry earnings	—	—	10,679	—	—	—	—	10,564	—	—		
Total coaching	—	—	288,594	168	50·83	—	—	297,026	172	50·57		
Minerals	—	453,548	241,425	—	—	—	557,590	272,066	—	—		
Grain	—	91,334	33,911	—	—	—	55,251	30,424	—	—		
Wool	—	26,984	35,017	—	—	—	21,955	25,206	—	—		
Goods other than above	—	462,514	303,916	—	—	—	483,322	312,802	—	—		
Livestock—												
Cattle, calves, and horses	43,886	22,583	56,692	—	—	53,560	28,175	60,131	—	—		
Sheep	553,619					714,944						
Other	23,293					19,031						
Ton mileage, goods and livestock (freight paying)	134,846,696	—	—	—	—	159,454,588	—	—	—	—		
Average mileage per ton	127·58	—	—	—	—	139·10	—	—	—	—		
Average receipts per ton per mile	1·19d.	—	—	—	—	1·05d.	—	—	—	—		
Total merchandise, exclusive of "on service" traffic	—	1,056,963	670,961	390	77·06	—	1,146,293	700,629	407	74·23		
Advertisements	—	—	764	—	—	—	—	552	—	—		
Rents	—	—	18,373	—	—	—	—	18,775	—	—		
Running powers	—	—	400	—	—	—	—	409	—	—		
Sales of water, &c.	—	—	1,053	—	—	—	—	921	—	—		
Wharfage	—	—	6,365	—	—	—	—	6,723	—	—		
Total miscellaneous	—	—	26,945	16	1·87	—	—	27,380	16	1·79		
Total revenue	—	—	986,500	573	68·57	—	—	1,025,035	595	66·95		
WORKING EXPENSES.	£	Per Mile Open.	Per Train Mile.	Per cent. to Revenue.		£	Per Mile Open.	Per Train Mile.	Per cent. to Revenue.			
Maintenance of way, works, and buildings	137,865	80	9·58	13·97		159,798	93	10·44	15·59			
Horse power	1,362	91	9·28	22·48	}	1,569	100	8·23	23·83	}		
Locomotive power	220,344	129	15·47			242,666	142	16·05				
Carriage and wagon repairs	62,882	37	4·37	6·37		50,546	29	3·30	4·93			
Traffic expenses	146,127	85	10·16	14·81		144,935	84	9·47	14·14			
Compensation	162	—	·01	·02		713	—	·05	·07			
General charges	14,290	8	0·99	1·45		14,027	8	·92	1·36			
Total working expenses	583,022	339	40·53	59·10		614,254	356	40·12	59·92			
Net revenue	403,478	234	28·04	—		410,781	239	26·83	—			
Cost of construction and additional requirements on miles open for traffic ..	£ 12,583,443					£ 12,599,892						
Per cent. of net revenue on cost of construction and additional requirements..	3·21					3·26						

* Season tickets available over more than one line are included in sundry earnings.

Adelaide, August 12th, 1897.

J. PICKERING, Comptroller of Accounts.

APPENDIX

Appendix 10.

DETAILED STATEMENT of TRAIN and TRAM MILEAGE for the YEAR ended JUNE 30th, 1897 (exclusive of Palmerston Line).

Description.	SYSTEMS.						Totals.	
	Midland.		Northern.		Southern.	South-Eastern.		
	Train.	Tram.	Train.	Tram.	Train.	Train.	Train.	Tram.
Passenger—Ordinary	604,210	7,045	330,203	27,329	323,610	51,777	6,105	1,309,800
Special	9,505	21	15,671	358	30,402	2,916	284	58,494
Goods—Ordinary	464,462	—	1,095,302	—	124,455	53,493	—	1,727,702
Special	52,186	1,698	368,101	67	85,842	26,885	2,846	532,964
Total Train Miles	1,130,363	—	1,799,277	—	564,309	135,011	—	3,628,960
Total Tram (Horse Power) Miles	—	8,764	—	27,764	—	—	9,235	—
Total, treated as Train Miles ..	1,139,127	—	1,827,031	—	564,309	135,011	9,235	3,674,713

Adelaide, July 29th, 1897.
* Gawler Tramway.
† Moonta and Moonta Bay Tramway.
ALFED. LANGMAN, Loco. Accountant.
J. PICKERING, Comptroller of Accounts.

Appendix 11.

STATEMENT of AVERAGE MILES OPEN for TRAFFIC, YEAR ended JUNE 30th, 1897 (exclusive of Palmerston Line).

Systems.	Gauge.		Open at Beginning of the Year.		Opened during the Year.		Open at Close of the Year.		Average Miles Open during the Year.
	Ft.	In.	Miles.	Chains.	Gauge.	Length.	Miles.	Chains.	Miles.
Midland (loco. power)	5	3	235	†56	—	—	10	14	235
“ (horse power)	5	3	1	16	—	—	—	—	1
Southern (loco. power)	5	3	252	36	—	—	—	—	252
Northern (loco. power)	3	6	1,003	¶12	—	—	—	—	1,003
“ (horse power)	5	3	4	2	5	3	—	—	5
South-Eastern (loco. power)	3	6	215	78	—	—	—	—	215
Port Broughton (horse power)	3	6	10	0	—	—	—	—	10
Totals	—	—	1,722	40	—	1	10	14	1,722
							1,723 miles 50 chains		74

* Extension to Hamley Flat on February 15th, 1897. † The Henley Beach platform was shifted, thus shortening the line by 2 chains. ¶ Alterations made during 1896 in the Pichi Richi Pass reduced the mileage by 4 chains.

J. PICKERING, Comptroller of Accounts.

Appendix 12.

STATEMENT of LIVESTOCK and PRINCIPAL ITEMS of MERCHANDISE FORWARDED, and TOTAL TONNAGE RECEIVED, by EACH STATION during the YEAR ended JUNE 30th, 1897
(exclusive of Palmerston line).

Stations.	Livestock.		Flour.	Wheat.	Potatoes.	Coke.	Coal.	Ores, Flux, and Fireclay.	Mining Timber.	Firewood.	Wool.	O. S. Goods Free.	All other Goods.	Total Tonnage Forwarded.	Total Tonnage Received.
	Number of Cattle, Calves and Horses.	Number of Sheep.													
Adelaide	2,653	35,876	187	127	1,420	5	116	—	—	121	3	3,023	37,843	42,845	187,148
Alberton	—	—	—	—	—	—	—	—	—	—	—	18	67	85	4,099
Aldgate	1	—	—	—	4	—	—	446	—	105	5	213	153	926	594
Algebuckina	—	—	—	—	—	—	—	—	—	—	—	34	158	246	19
Ambleside	—	—	368	—	3	—	—	28	—	4,282	8	84	1,122	5,886	906
Anna Creek	—	—	—	—	—	—	—	—	—	—	—	—	12	12	14
Anna	—	—	—	—	—	—	—	—	—	94	—	9	5	108	28
Avenue Range	—	—	—	—	—	—	—	—	—	—	139	4	7	140	54
Bagot's Well	—	—	—	7	—	—	—	—	—	—	67	1	306	371	248
Balatiava	163	10,685	584	83	—	—	—	—	—	868	114	60	3,494	5,203	2,495
Balannah	50	1,155	23	—	—	—	—	—	—	1,062	23	337	1,314	3,259	1,328
Barunga Gap	1	—	—	82	—	—	—	—	—	17	1	1	193	294	368
Beachport	2	—	3	—	—	—	289	—	—	—	1	668	3,027	3,988	2,895
Belair	—	—	—	—	—	—	—	25	—	—	—	5	191	221	238
Belahie North	—	—	—	—	—	—	—	61	—	—	166	702	143	4	555
Beliana	—	111	—	—	—	—	—	—	—	—	—	7	—	7	1,167
Bereford	—	—	—	—	—	—	—	—	—	—	—	—	48	109	62
Binnun	—	—	—	3	—	—	—	—	—	—	63	5	5	87	91
Blackfellow's Creek	—	100	—	—	—	—	—	7	—	—	69	6	176	305	683
Blackrock	28	1	—	45	—	—	—	11	—	—	21	52	380	722	590
Blackwood	—	—	—	—	—	—	—	—	—	5	7	330	442	1,266	1,805
Blyth	8	91	96	368	3	—	—	—	—	24	286	38	—	—	25
Boorhanna	—	—	—	—	—	—	—	—	—	—	—	—	3	3	32
Bopseche	—	—	—	—	—	—	—	—	—	—	—	905	366	1,829	1,023
Bordertown	99	1,684	—	333	1	605	196	—	—	—	224	3,676	1,009	5,486	84,354
Bowden	—	—	—	—	—	—	—	—	—	10,494	—	—	16	10,510	2,773
Bower	—	—	—	—	—	—	—	—	—	—	7	7	2	16	50
Brachina	—	284	—	—	—	—	—	—	—	97	—	2	20	136	668
Bridgewater	—	—	2	—	6	—	—	—	—	119	173	660	390	1,839	1,540
Brinkworth	55	2,343	4	493	—	—	—	—	—	2	7	4	103	139	332
Bruce	6	910	—	23	—	—	—	—	—	1,604	—	28	65	1,614	94
Bugle Ranges	—	1	—	—	10	—	—	7	—	—	15	1	7	23	11
Bull Island	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Burra	959	46,205	115	53	5	—	—	65	—	12	691	4,120	1,135	6,196	4,423
Burrungula	—	—	—	—	—	—	—	—	—	25	161	20	285	491	194
Bute	10	—	—	664	—	—	—	—	—	3,760	15	242	222	4,893	1,432
Callanna	—	—	—	—	—	—	—	—	—	5	—	3	81	89	55
Callington	10	336	—	178	—	—	—	120	—	714	84	20	315	1,426	411
Calowie	11	—	1,193	94	—	—	—	216	—	—	107	32	1,242	2,863	2,329
Carrieton	983	100	—	809	—	—	—	9	—	—	171	20	247	1,266	2,851
Cockburn	44	4	—	—	—	—	—	17	—	—	597	62	100	776	3,009
“ } by stations east	111	665	—	—	—	—	—	291,387	—	—	1,633	—	20,067	313,697	—
(through) } for stations east	—	—	—	—	—	—	—	—	—	—	—	—	—	—	179,126
Compton	—	—	—	—	—	—	—	—	—	—	—	—	—	—	46
Condown	—	—	—	—	—	—	—	—	—	—	1	5	258	284	49
Cooke's Plains	—	1	—	—	—	—	—	—	—	—	9	10	14	33	157
Coonalpyn	1	6	—	—	—	—	—	—	—	—	—	21	—	39	286

[illegible]

APPENDIX 12—continued.
STATEMENT of LIVESTOCK and PRINCIPAL ITEMS of MERCHANDISE FORWARDED, and TOTAL TONNAGE RECEIVED, &c.—continued.

Stations.	Livestock.			Flour.	Wheat.	Potatoes.	Coke.	Coal.	Ores, Flux, and Fireclay.	Mining Timber.	Firewood.	Wool.	O.S. Goods Free.	All other Goods.	Total Tonnage Forwarded.	Total Tonnage Received.
	Number of Cattle, Calves and Horses.	Number of Sheep.	Number of Pigs.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
Laura	396	3,076	9	259	33	—	—	—	173	—	10	90	566	2,842	3,973	1,283
Leigh Creek	—	8,248	3	—	—	—	—	960	95	—	60	164	128	44	481	564
Leigh Creek Coal Siding	—	—	—	—	—	—	—	—	—	—	3	—	66	7	1,036	54
Littlehampton	—	—	3	—	—	—	—	—	210	—	126	—	32	2,791	3,159	226
Lucindale	—	3,415	53	—	3	—	—	—	—	—	—	91	8	96	198	383
Lyndhurst	—	—	2	—	—	—	—	—	33	—	—	601	11	49	696	614
Mannahill	2,420	9,815	17	—	—	2	—	—	46	—	—	494	39	126	705	1,417
Manoora	26	542	103	11	553	—	—	—	—	—	73	192	124	2,554	3,507	876
Meadows	—	1,066	—	—	—	—	—	—	—	—	—	57	38	22	117	173
Meremuna	1	2	—	—	—	—	—	—	—	—	—	84	187	20	291	262
Middleton	29	—	137	1	23	—	—	—	—	—	—	4	—	269	297	122
Milang	424	10,803	797	—	9	—	—	—	—	—	—	317	1	258	586	1,703
Millicent	73	111	48	3	174	206	—	—	—	—	—	319	5	522	1,621	1,621
Mingary	8,188	45,677	—	—	—	—	—	—	11	—	—	252	687	146	1,096	263
Mintaro	68	2,151	15	—	204	—	—	—	—	—	—	87	12	976	1,279	357
Mitcham	18	—	—	—	—	—	—	—	—	—	6	—	5	4,113	4,123	4,838
Mons	—	—	—	—	91	—	—	—	—	—	3,252	2	5	12	3,362	35
Monarto	10	—	—	—	86	—	—	—	283	—	728	19	14	87	1,217	211
Moockra	—	—	12	—	36	—	—	—	—	—	—	1	4	8	49	143
Moonta	66	—	—	733	43	—	—	—	18,901	—	—	6	27	680	20,390	6,054
Moonta Tram	—	—	—	—	—	—	—	—	—	—	—	—	—	8	8	183
Morgan	184	3,065	207	202	295	—	—	—	—	—	—	2,905	67	5,928	9,397	4,513
Mount Barker	948	16,976	161	—	—	—	—	—	189	—	639	10	78	1,300	2,196	1,080
Mount Barker Junction	3	—	—	—	—	—	—	—	—	—	57	—	7	47	111	49
Mount Bryan	—	48	—	—	16	—	—	—	—	—	—	152	34	38	240	292
Mount Dutton	2,218	2,000	—	—	—	—	—	—	—	—	—	3	2	1	6	302
Mount Gambier	1,743	35,800	673	299	3	12,597	—	—	—	—	—	127	40	1,968	15,034	4,849
Mount Lofy	29	—	1	—	—	—	—	—	331	—	120	—	—	137	588	1,499
Mount Mary	—	—	5	—	—	—	—	—	—	—	1,350	17	1,277	72	2,661	2,163
Mundoo	—	—	—	—	1,306	—	—	—	—	—	—	7	—	1,385	1,385	246
Mundooa	—	—	—	—	—	—	—	—	—	—	118	—	7	4	129	198
Mundowdna	76	7,275	88	374	397	—	—	—	—	—	908	790	899	1,688	4,856	9,288
Murray Bridge	—	2	28	—	58	—	—	—	2	—	285	68	886	61	1,359	610
Nackara	34	876	25	1	10	—	—	—	—	—	1,022	52	6	554	1,645	585
Nairne	236	4,525	78	328	47	—	—	—	—	—	—	1,227	278	914	2,794	3,844
Naracoorte	—	—	—	—	—	—	—	—	—	—	6	—	76	1,571	1,654	14,563
North Adelaide	—	20	—	—	—	—	—	—	106	—	—	21	25	37	189	524
Olary	—	—	14	82	31	—	—	—	—	—	2,466	—	975	77	3,632	885
Oodlawirra	—	—	—	—	—	—	—	—	2	—	—	1	21	22	85	813
Oodnadatta	20	—	600	399	127	—	—	—	5	—	—	169	26	672	1,398	3,446
Orroroo	2,703	8,403	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Oulhina	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Ovingham	—	—	—	—	146	—	—	—	—	—	2,816	—	—	—	—	—
Owen	8	261	—	—	—	—	—	—	—	—	—	37	7	98	3,104	223
Parachina	177	12,600	—	—	—	—	—	—	32	—	—	311	7	191	541	579
Paratoo	57	7,273	—	—	—	—	—	—	6	—	—	40	277	17	340	216
Paakeville	30	60	30	—	551	—	—	—	—	—	627	43	40	169	1,430	369

Date	Description	Estimated cost	Actual cost	Balance
227 of 1881	Railway from Tatiara to Bordertown Railway from Mount Barker to Strathalbyn, including branch from Sandergrove to Milang Railway from Kudina to Wallaroo—To complete Railway from Farina Town to Hergott Springs Railway accommodation Wallaroo Jetty—To complete Kingston Jetty—To complete Rivoli Bay Jetty—To complete	49,150 216,275 6,509 174,250 162,348 9,225 7,175 6,662	631,594	4
272 of 1882	Railway accommodation Railway from Nairne to Victorian boundary Railway from Gladstone to Laura	95,335 929,000 47,300	1,071,600	4
297 of 1884	Railway from Hergott Springs to Strangways Springs Strathalbyn, Goolwa, and Victor Harbor Railway, and Extension from Currency Creek to Goolwa	603,800 31,200	635,000	4
334 of 1884	Railway from Petersburg to New South Wales border Railway from Mount Gambier to Naracoorte Railway from Murray Bridge to Victorian boundary—Rolling-stock Railway from Adelaide to Nairne—To complete Railway from Mount Barker to Strathalbyn—To complete Coalshed Wharf, Port Adelaide	540,400 255,500 132,500 52,000 36,000 44,000	1,060,400	4
362 of 1885	Railway from Strangways Springs to Peake Railway accommodation Port Pirie Wharf	505,900 31,500 16,500	553,900	4
391 of 1886	Railway accommodation	17,000	17,000	4
449 of 1888	Railway from Purchina to the Ranges Railway from Petersburg to New South Wales border—Additional rolling-stock, &c. Railway from Peake to Angle Pole—To complete Additional accommodation Port Pirie Wharf—To complete	13,230 124,500 80,325 136,500 94	354,569	3½
491 of 1890	Port Pirie Wharf—To complete Port Broughton Jetty—Extension of T head Wallaroo and Moonta Line Additional accommodation	12,300 1,025 43,665 760,643	817,620	3½
549 of 1892	Blyth and Gladstone Railway (exclusive of rolling-stock) Glauville and Larra Bay Railway—Purchase of, &c. Woodville and Grange Railway—Purchase of Additional accommodation Port Pirie Wharf—To complete	260,997 21,200 2,120 195,252 4,240	245,016	3½
553 of 1892	Treasury Bills	—	238,714	\$4 11 3
611 of 1894	Wallaroo and Moonta Railway Woodville, Grange, and Henley Beach Railway Railway accommodation	4,000 7,250 89,220	100,470	3
	Totals	12,792,801	11,794,058	—
	Less transferred to other undertakings	—	269,865	—
	Net amount on Railway Loan moneys	—	\$11,524,193	—

• This sum (Act 28 of 1867) represents £30,000, less £1,748 for deepening channel, Port Wakefield. The interest charged to the year's accounts was £464,769 5s. 7d. = £1,554,193, the amount of Bonds and Treasury Bills in circulation on June 30th, 1867. This interest was debited to General Revenue.

Adelaide, August 12th, 1897.

J. PICKERING, Comptroller of Accounts.

APPENDIX 12—continued.

STATEMENT of LIVESTOCK and PRINCIPAL ITEMS of MERCHANDISE FORWARDED, and TOTAL TONNAGE RECEIVED, &c.—continued.

Stations.	Livestock.			Flour. Tons.	Wheat. Tons.	Potatoes. Tons.	Coke. Tons.	Coal. Tons.	Ores, Flux, and Fireclay. Tons.	Mining Timber. Tons.	Firewood. Tons.	Wool. Tons.	O. S. Goods Free. Tons.	All other Goods. Tons.	Total Tonnage Forwarded.		Total Tonnage Received.	
	Number of Cattle, Calves and Horses.	Number of Sheep.	Number of Pigs.												Tons.	Tons.	Tons.	Tons.
Wirrawilla.....	—	—	—	—	—	—	—	—	1	—	—	173	1	17	192	247	—	—
Wirrega.....	—	—	—	—	—	—	—	—	—	—	—	—	22	1	23	80	—	—
Wolsley.....	26	4,675	87	—	2,175	—	—	—	—	—	—	38	81	119	2,416	2,509	—	—
Woods.....	—	347	—	—	45	3	—	—	—	—	1,346	—	—	66	1,457	59	—	—
Woodville.....	—	—	—	—	—	—	—	—	—	—	—	—	—	5	38	3,160	—	—
Woolshed Flat.....	—	—	—	—	—	—	—	—	—	—	79	—	60	12	141	45	—	—
Yacka.....	205	20,285	45	—	42	—	—	4	31	—	—	36	16	306	435	259	—	—
Yarcowie.....	38	—	—	109	47	—	—	—	7	—	—	143	36	68	410	786	—	—
Yongala.....	35	153	249	27	332	—	—	—	38	—	42	53	25	293	810	1,870	—	—
Yunta.....	1	2	2	—	—	—	—	—	2	—	—	436	220	112	770	1,108	—	—
Add weight of Livestock	53,560	714,944	19,031	21,327	62,973	16,708	46,721	132,897	375,972	24,654	89,262	21,955	92,020	334,949	1,210,138	1,210,138	28,175	28,175
	—	—	—	—	—	—	—	—	—	—	—	—	—	—	28,175	28,175	—	—
															1,238,313	1,238,313		

Adelaide, August 12th, 1897.

J. PICKERING, Comptroller of Accounts.

Appendix 13.

STATEMENT of REVENUE, WORKING EXPENDITURE, and INTEREST from the COMMENCEMENT to JUNE 30th, 1897 (exclusive of Palmerston Line).

	£	s.	d.	£	s.	d.
Working Expenditure	—	—	—	10,836,741	16	0
Interest paid on Bonds and Treasury Bills	—	—	—	8,167,864	6	1
Less charged to the Capital Account of the lines under construction	—	—	—	56,035	1	6
Charged to General Revenue	—	—	—	8,111,829	4	7
Revenue	—	—	—	18,948,571	0	7
Excess of Working Expenditure and Interest over Revenue	—	—	—	17,177,042	18	4
	—	—	—	51,771,528	2	3

APPENDIX

Adelaide, August 18th, 1897.

J. PICKERING, Comptroller of Accounts.

Appendix 14.

COMPARATIVE STATEMENT for TEN YEARS ended June 30th, 1897 (exclusive of Palmerston Line).

Year ended June 30th.	Miles Open at end of Year.	Construction and Additional Requirements.		Rolling-stock.			Tonnage of Goods and Livestock conveyed, excluding "On Service" Traffic.	Number of Passengers conveyed.	Gross Revenue.					Total Train Miles Run.
		Capital Cost, Average Miles open, exclusive of Stores in hand, &c.	Average Miles Cost per Mile Open.	Engines and Motors.	Coaching Vehicles.	Goods Livestock Vehicles.			Coaching Traffic.	Goods and Livestock Traffic.	Miscellaneous.	Total.	Per Train Mile.	
1888	1,500	\$ 9,395,533	\$ 6,451	179	284	4,627	332,427	3,846,127	\$ 299,895	\$ 559,164	\$ 24,554	\$ 883,713	\$ 77-84	2,724,804
1889	1,543	9,720,078	6,418	186	288	4,806	895,893	4,312,047	281,822	569,113	36,130	887,065	69-73	3,083,135
1890	1,610 [†]	10,234,749	6,398	202	300	5,160	1,229,955	4,805,934	308,925	693,692	41,261	1,043,878	75-82	3,304,364
1891	1,665	11,398,839	6,842	216	325	5,383	1,427,123	5,295,991	333,722	842,089	48,188	1,223,999	77-94	3,769,225
1892	1,660 [†]	11,711,434	7,054	241	331	5,691	1,337,859	5,744,487	336,501	827,857	48,932	1,213,290	69-69	4,178,286
1893	1,664	11,936,256	7,174	252	336	6,046	970,805 [†]	5,434,047 [†]	299,128	660,371	47,560	1,007,059	65-85	3,670,390
1894	1,665 [†]	12,154,417	7,297	277	351	6,045	1,014,010	5,260,079	274,243	694,724	30,740	999,707	69-14	3,470,125
1895	1,722	12,520,378	7,271	305	353	6,130	1,000,408	5,224,854	263,448	666,600	30,107	960,155	67-90	3,393,916
1896	1,722 [†]	12,583,443	7,305	308	363	6,051	1,056,963	5,436,956	288,594	670,991	26,945	986,500	68-57	3,452,648
1897	1,723 [†]	12,599,892	7,310	320	369	6,219*	1,146,293	5,799,928	297,026	700,629	27,380	1,025,035	68-95	3,674,713
Totals ..	16,477 [†]	—	—	—	—	—	11,011,736	51,159,450	2,983,304	6,885,200	361,897	10,230,401	709-43	34,691,606
Average	1,648	—	—	—	—	—	1,101,174	6,116,945	298,330	688,520	36,190	1,023,040	70-94	3,469,161

SOUTH AUSTRALIAN RAILWAYS.

COMPARATIVE STATEMENT for TEN YEARS—continued.

Year ended June 30th.	Maintenance of Way, Works, and Buildings.		Horse and Locomotive Power.		Carriage and Wagon Repairs.		Traffic Expenses.		Compensation.		General Charges.		Total Working Expenses.				Net Revenue.			
	Amount.	Per cent. to Gross Revenue.	Amount.	Per cent. to Gross Revenue.	Amount.	Per cent. to Gross Revenue.	Amount.	Per cent. to Gross Revenue.	Amount.	Per cent. to Gross Revenue.	Amount.	Per cent. to Gross Revenue.	Amount.	Per cent. to Gross Revenue.	Per Train Mile.	Per Mile Open, Average Mileage.	Amount.	Per Train Mile.	Per Mile Open, Average Mileage.	Per cent. on Capital Cost.
1888.....	\$ 114,226	12-93	\$ 148,602	16-82	\$ 28,329	3-20	\$ 121,427	13-74	—	—	\$ 19,690	2-23	\$ 432,274	48-92	38-07	298	\$ 451,439	40	311	4-80
1889.....	142,860	16-10	167,889	18-93	32,757	3-69	128,104	14-44	—	—	21,716	2-45	493,326	56-61	38-78	329	393,739	31	262	4-05
1890.....	145,652	13-95	185,242	17-75	35,951	3-44	138,989	13-32	—	—	23,171	2-22	629,005	50-68	38-42	333	614,874	37	324	5-03
1891.....	167,445	13-68	240,940	19-68	41,184	3-36	148,259	12-11	—	—	19,401	1-59	617,179	50-42	39-30	377	606,820	39	372	5-32
1892.....	184,456	15-20	244,192	20-13	45,362	3-74	159,899	13-18	—	—	19,039	1-57	652,941	53-82	37-50	393	560,349	32	337	4-78
1893.....	159,390	15-83	256,370	25-46	46,492	4-61	158,785	15-77	0-02	18,825	1-87	18,825	63-56	41-86	385	366,937	24	221	3-07	
1894.....	141,625	14-17	225,871	22-59	37,282	3-73	147,755	14-78	0-02	16,883	1-69	669,592	56-98	39-39	342	430,115	30	258	3-54	
18-5.....	138,983	14-47	214,271	22-32	51,966	5-41	147,173	15-33	0-01	16,517	1-72	668,973	58-26	40-24	331	391,182	28	227	3-12	
1896.....	137,855	13-97	244,235	22-48	62,882	6-37	146,127	14-81	0-02	14,290	1-45	583,022	59-10	40-53	339	403,478	28	234	3-21	
1897.....	159,798	15-59	244,235	23-83	50,546	4-93	144,935	14-14	0-07	14,027	1-36	614,254	59-92	40-12	356	410,781	27	239	3-26	
Totals	1,492,290	145-89	2,149,318	209-89	432,701	42-48	1,441,446	141-62	—	—	183,559	18-15	5,700,688	558-27	394-21	—	4,529,714	316	—	—
Average	149,229	14-59	214,932	21-00	43,270	4-25	144,145	14-16	—	—	18,356	1-82	570,069	55-83	39-42	—	462,971	32	—	—

* Loco. branch, 6,171; maintenance branch, 48.

† A passenger or a ton of goods passing over several systems in the one journey has, since the year 1891-2, been recorded as one only, not as previously credited, one for each system.

Adelaide, August 18th, 1897.

† Compensation was previously included under other headings, chiefly Traffic Expenses.

J. PICKERING, Comptroller of Accounts.

Appendix 15.
RETURN of the NUMBER and NATURE of the ACCIDENTS to LIFE and LIMB which OCCURRED during the YEAR ended JUNE 30th, 1897 (exclusive of Palmerston Line).

Date of Accident.	Line.	Passengers.				Servants of the Department.				Trespassers and others, not being Passengers.		Total Killed.	Total Injured.	Cause of Accident.
		From Causes beyond their own Control.		From their own Misconduct or Want of Caution.		From Causes beyond their own Control.		From their own Misconduct or Want of Caution.		From their own Want of Caution.				
		Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.					
1896.														
July 7th	South	—	—	—	1	—	—	—	—	—	—	—	1	Fell off platform.
July 10th	Northern	—	—	—	—	—	—	—	—	—	—	—	1	Injured while shunting.
August 7th	Midland	—	—	—	—	—	—	—	—	—	—	—	1	Fell into a culvert.
August 8th	"	—	—	—	1	—	—	—	—	—	—	—	1	Fell into a cattle pit.
August 11th	South	—	—	—	1	—	—	—	—	—	—	—	1	Injured while alighting from train.
August 24th	Great Northern	—	—	—	—	—	—	—	—	—	—	—	1	Injured while loading wool.
September 4th	Western	—	—	—	—	—	—	—	—	—	—	—	1	Injured while shunting.
September 19th	Midland	—	—	—	—	—	—	—	—	—	—	—	1	Slipped on platform.
October 27th	"	—	—	—	—	—	—	—	—	—	—	—	1	Run over by engine.
November 2nd	Western	—	—	—	—	—	—	—	—	—	—	—	—	Run over by tramcar.
December 2nd	Northern	—	—	—	—	—	—	—	—	—	—	—	—	Run over by train.
December 6th	Midland	—	—	—	—	—	—	—	—	—	—	—	1	Injured while shunting.
December 16th	"	—	—	—	—	—	—	—	—	—	—	—	—	Run over by train.
December 16th	Northern	—	—	—	—	—	—	—	—	—	—	—	—	Killed while shunting.
1897.														
January 6th	Midland	—	—	—	—	—	—	—	—	—	—	—	1	Fell from truck.
January 9th	South	—	—	—	—	—	—	—	—	—	—	—	1	Injured while loading goods.
January 22nd	Midland	—	—	—	—	—	—	—	—	—	—	—	—	Run over by train.
February 13th	"	—	—	—	—	—	—	—	—	—	—	—	—	Run over by train.
February 16th	"	—	—	—	—	—	—	—	—	—	—	—	1	Injured while shunting.
February 19th	Northern	—	—	—	—	—	—	—	—	—	—	—	1	Injured while shunting.
February 19th	Midland	—	—	—	—	—	—	—	—	—	—	—	1	Injured while loading goods.
March 10th	"	—	—	—	—	—	—	—	—	—	—	—	1	Fell from train.
March 24th	"	—	—	—	—	—	—	—	—	—	—	—	1	Injured while loading goods.
April 6th	"	—	—	—	—	—	—	—	—	—	—	—	1	Injured while alighting from train.
April 19th	"	—	—	—	—	—	—	—	—	—	—	—	1	Injured while unloading goods.
May 6th	"	—	—	—	—	—	—	—	—	—	—	—	1	Injured while shunting.
May 7th	"	—	—	—	—	—	—	—	—	—	—	—	1	Injured while shunting.
May 12th	"	—	—	—	—	—	—	—	—	—	—	—	1	Run over by train.
May 15th	"	—	—	—	—	—	—	—	—	—	—	—	—	Injured while loading goods.
May 17th	"	—	—	—	—	—	—	—	—	—	—	—	1	Injured while shunting.
June 2nd	"	—	—	—	—	—	—	—	—	—	—	—	1	Injured while shunting.
June 7th	"	—	—	—	—	—	—	—	—	—	—	—	—	Injured while shunting.
June 26th	"	—	—	—	—	—	—	—	—	—	—	—	—	Run over by engine.
		—	—	2	4	—	—	4	18	3	1	9	23	

Appendix 16.

STATEMENT of the NUMBERS of PERSONS PERMANENTLY EMPLOYED on JUNE 30th, 1897 (exclusive of Palmerston Line).

	Generally—For all Branches.		Traffic Branch.	Locomotive and Carriage Branch.	Construction and Maintenance Branch.	Total.
	Commissioner's Staff.	Comptroller's Staff.				
Commissioner	1	—	—	—	—	1
Engineer-in-Chief	—	—	—	—	1	1
Locomotive Engineer	—	—	—	1	—	1
General Traffic Manager	—	—	1	—	—	1
Comptroller of Accounts	—	1	—	—	—	1
Secretary	1	—	—	—	—	1
Chief Assistant Engineer	—	—	—	—	1	1
Superintending Surveyor	—	—	—	—	1	1
Resident Engineers	—	—	—	—	6	6
Resident Engineers' Assistants	—	—	—	—	4	4
Electrician	—	—	—	—	1	1
Surveyors	—	—	—	—	2	2
Works Manager	—	—	—	1	—	1
Outdoor Running Superintendent	—	—	—	1	—	1
Locomotive Accountant	—	—	—	1	—	1
Chief Clerks	—	—	1	1	—	2
Chief Draughtsman	—	—	—	1	—	1
District Superintendents	—	—	7	6	—	13
Traffic Auditor	—	1	—	—	—	1
Paymaster and Expenditure Clerk	—	1	—	—	—	1
Receiver of Revenue	—	1	—	—	—	1
Assistant Traffic Auditor	—	1	—	—	—	1
Collector of Accounts	—	1	—	—	—	1
Bookkeeper	—	1	—	—	—	1
Travelling Inspectors of Accounts	—	2	—	—	—	2
Chief Pay Clerk	—	1	—	—	—	1
Apprentices	—	—	—	67	2	69
Carriage-washers	—	—	13	—	—	13
Chargemen	—	—	—	25	—	25
Check Porters	—	—	13	—	—	13
Cleaners	—	—	—	225	—	225
Clerks	4	44	108	45	28	229
Coalmen	—	—	—	35	—	35
Crossing-keepers	—	—	27	—	—	27
Draughtsmen	—	—	—	3	17	20
Electrical Fitters	—	—	—	—	7	7
Engine and Horse Drivers	—	—	18	159	—	177
Firemen	—	—	—	159	—	159
Foremen	—	—	17	11	—	28
Greasers	—	—	—	8	—	8
Guards	—	—	91	—	—	91
Horse Shunters' Assistants	—	—	8	—	—	8
Inspectors	—	—	1	5	28	34
Lampmen	—	—	4	—	—	4
Mechanics	—	—	2	523	83	608
Overseer	—	—	1	—	—	1
Packers and Laborers	—	—	3	240	528	771
Platelayers and Gangers	—	—	—	—	211	211
Porters	—	—	447	—	—	447
Pumpers	—	—	—	20	—	20
Sheet Repairers	—	—	5	—	—	5
Shunters	—	—	7	36	—	43
Signalmen	—	—	57	—	—	57
Sleeping-car Conductors	—	—	5	—	—	5
Stationmasters	—	—	107	—	—	107
Storemen	—	—	—	6	1	7
Telegraph Messengers	—	—	7	—	—	7
Telegraph Operators	—	—	18	—	—	18
Ticket Printers	—	—	2	—	—	2
Wagon Examiners	—	—	—	37	—	37
Watchmen	—	—	3	2	—	5
Weighbridge Attendants	—	—	3	—	—	3
Totals	6	54	976	1,618	921	3,575

Adelaide Station, August 18th, 1897.

J. PICKERING, Comptroller of Accounts.

Appendix 17.

BALANCE-SHEET, JUNE 30TH, 1897.

SOUTH AUSTRALIAN RAILWAYS (PALMERSTON LINE), in ACCOUNT with HER MAJESTY'S GOVERNMENT.

Dr.

Cr.

	£	s.	d.		£	s.	d.
To Loan Capital—Amount of Bonds and Bills issued	1,162,870	0	0	By Railway Construction	1,155,729	10	10

Capital contributed from Revenue..... 10 0 0

Working Cost, &c., contributed from Revenue

Public Stores 38 8 10

Sundry Accounts in Suspense 1,813 9 11

	Loans.		Votes.		Total.	
	£	s. d.	£	s. d.	£	s. d.
Way, Works, and Buildings.....	971,839	1 8	—	—	971,839	1 8
Rolling-stock	29,787	10 6	—	—	29,787	10 6
Machinery and Plant.....	12,034	17 8	10 0 0	—	12,044	17 8
Interest	186,597	1 4	—	—	186,597	1 4
Discounts and Floating Charges ..	5,460	19 8	—	—	5,460	19 8
	1,155,719	10 10	10 0 0	—	1,155,729	10 10

By Construction Works in Suspense 1,893 7 5

Balance of Loan Capital Unexpended 5,257 1 9

Stations—Traffic Outstandings and Balances 658 5 4

Government Resident—Receipts to be Transmitted to H.M. Treasury 1,538 18 10

Profit and Loss 480,294 4 9

£1,595,311 8 11

£1,595,311 8 11

Adelaide, August 18th, 1897.

J. PICKERING, Comptroller of Accounts.

Appendix 18.

MILEAGE OPEN for TRAFFIC to JUNE 30TH, 1897.—PALMERSTON LINE.

From.	To.	Date of Opening.	* Main Line Mileage.
Palmerston	Pine Creek	October 1st, 1889	Miles Chs. 145 34

* Main through line is calculated from centre to centre of stations.

Adelaide, August 13th, 1897.

J. PICKERING, Comptroller of Accounts.

Appendix 19.

PUBLIC DEBT for RAILWAYS to JUNE 30TH, 1897.—PALMERSTON LINE.

Act No.	Undertaking.	Authorised to be Raised.	Bonds, Stock, and Treasury Bills Sold—Amount.	Redeemed to June 30th, 1897.	In circulation on June 30th, 1897.	Interest.	
						Rate per Cent.	Paid and Accrued to June 30th, 1897.
		£	£	£	£	£ s. d.	£ s. d.
297 of 1884	{ Railway from Palmerston to Pine Creek	959,300 }	1,016,300	—	1,016,300	4 0 0	538,639 0 0
449 of 1888	{ Port Darwin Jetty	57,000 }					
	Railway from Palmerston to Pine Creek, To complete ..	136,500	136,500	—	136,500	3 10 0	40,608 15 0
549 of 1892	Do. Do. Do.	10,070	5,101	—	5,101	3 10 0	429 18 11
553 of 1892	Do. Do. Do.	—	4,969	—	4,969	4 11 3	923 6 1
	Totals	£1,162,870	1,162,870	—	1,162,870	—	680,601 0 0

Adelaide, August 13th, 1897.

J. PICKERING, Comptroller of Accounts.

Appendix 20.

LOANS PROVISION and EXPENDITURE to JUNE 30TH, 1897.—PALMERSTON LINE.

Provision.				Total Expenditure to June 30th, 1897.						Unexpended Balances Retained.							
By Act.		Bonds, Stock, and Treasury Bills Issued.		Discounts, including Floating Charges.	Interest paid out of Loan Provision.		Construction.										
No.	Year.																
297	1884	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.				
449	1888	1,016,300	0	0	2,826	8	7	136,597	1	4	874,785	12	3	2,090	17	10	
549	1888	136,500	0	0	2,469	4	6	—			134,030	15	6	—			
549	1892	5,101	0	0	162	18	4	—			6,738	9	6	3,166	3	11	
553	1892	4,969	0	0	2	8	3	—									
Totals		£	1,162,870	0	0	5,460	19	8	136,597	1	4	*1,015,554	17	3	5,257	1	9
						£1,162,870.											

*Of this £1,593 7s. 5d. is not at present chargeable to the Capital Account (see details in Appendix 21).

Adelaide, August 13th, 1897.

J. PICKERING, Comptroller of Accounts.

Appendix 21.

STATEMENT of the COST of CONSTRUCTION and EQUIPMENT, PALMERSTON LINE, on JUNE 30TH, 1897.

Line.	Gauge.	Miles of Line Open on June 30th, 1897.	Expenditure.		
			By Loans.	From General Revenue.	Per Mile Open.
	Ft. In.	Mls. Chs.	£ s. d.	£	£
Palmerston and Pine Creek, including jetty at Palmerston	3 6	145 34	1,150,258 11 2	—	7,947
Additional requirements on the above	—	—	—	10	
Discounts and floating charges (amount short raised), see No. 20..	—	—	5,460 19 8	—	
Survey for railway, Pine Creek to Katherine	—	—	1,893 7 5	—	—
Totals	—	145 34	1,157,612 18 3	10	—

The total cost on the 145½ miles is £1,155,729 10s. 10d., or £7,947 per mile.

Adelaide, August 13th, 1897.

J. PICKERING, Comptroller of Accounts.

Appendix 22.

REVENUE ACCOUNT, PALMERSTON LINE, YEARS ended JUNE 30th, 1896 and 1897.

Expenditure	Year ended June 30th.		Revenue.	Year ended June 30th.	
	1896.	1897.		1896.	1897.
	£ s. d.	£ s. d.		£ s. d.	£ s. d.
Maintenance of way, works, and buildings	10,686 13 8	13,346 1 5			
Locomotive power	2,239 3 4	2,529 0 8	Coaching traffic	3,772 10 0	4,055 8 11
Carriage and wagon repairs....	257 1 7	674 16 8	Merchandise traffic	9,148 10 3	11,222 5 11
Traffic expenses	1,805 3 2	2,065 19 8	Miscellaneous	2,184 1 7	2,630 11 0
Compensation	1 1 6	0 15 0	Total Revenue	15,105 1 10	17,908 5 10
General charges	299 10 5	348 16 9	Balance, being loss	183 11 10	1,057 4 4
Total working expenditure	15,288 13 8	18,965 10 2	Grand totals	£ 15,288 13 8	18,965 10 2
Grand totals.....	£ 15,288 13 8	18,965 10 2			

Adelaide, August 13th, 1897.

J. PICKERING, Comptroller of Accounts.

Appendix 23.

ANALYSIS of WORKING EXPENSES, YEARS ended JUNE 30th, 1896 and 1897, PALMERSTON LINE.

Account.	1896.	1897.	Account.	1896.	1897.
	£	£		£	£
MAINTENANCE OF WAY, WORKS, AND BUILDINGS.			CARRIAGE AND WAGON REPAIRS.		
Engineering and supervision	1,018	1,140	Superintendence and office expenses	56	65
Holidays	91	120	Shop charges	53	62
Sick pay	—	8	Carriages—Repairs and renewals	99	165
Way—Ballasting	22	490	Additions and alterations ..	14	—
Weeding	988	836	Wagons—Repairs and renewals	34	379
Sleepers	310	781	Repairs—Accidents	1	4
Rails, &c.	15	48	Total	257	675
Platelaying	2,003	2,726			
Works—Clearing	202	196	TRAFFIC EXPENSES.		
Fencing	11	24	General Traffic Manager's office	26	25
Earthworks	586	2,838	Traffic officers	692	701
Bridges, &c.	33	489	Guards, porters, and others	505	526
Jetties and wharves	5,043	554	Sheets	—	22
Buildings—Traffic	62	646	Fuel, light, &c.	19	30
Locomotive	13	846	Greasing	59	74
Maintenance	8	123	Clothing	2	6
Residences	207	1,335	Printing and stationery	40	7
Rolling-stock	30	115	Sundries	462	675
Machinery and Plant—Signals	—	9	Total	1,805	2,066
Other machinery	—	2			
Reservoirs, &c.	41	6	COMPENSATION.		
Fuel—Coal stages	4	14	Goods.....	1	1
Total	10,687	13,346			
LOCOMOTIVE POWER.			GENERAL CHARGES.		
Superintendence and office expenses	268	320	Commissioner's office	22	19
Running—Drivers, firemen, and cleaners	894	923	Comptroller's office	274	326
Stores	74	70	Legal	3	2
Fuel	450	342	Sundries	1	2
Water	31	84	Total	300	349
Repairs and renewals	444	677	Grand total	£15,289	£18,966
Accidents.....	1	—			
Repairs—Shop charges	77	113			
Total	2,239	2,529			

The expenditure in 1896-7 was unusually heavy owing to the cyclone on January 7th, 1897.

Adelaide, August 11th, 1897.

J. PICKERING, Comptroller of Accounts.

Appendix 24.

COMPARATIVE ANALYSIS of REVENUE and WORKING EXPENSES, PALMERSTON LINE, for the YEARS ended JUNE 30th, 1896 and 1897.

Items.	Year ended June 30th, 1896.					Year ended June 30th, 1897.				
Average miles open	145 miles 34 chains					145 miles 34 chains				
Train mileage	Passenger, 16,223; merchandise, 16,498. Total, 31,721.					Passenger, 14,719; merchandise, 16,589. Total, 31,308.				
	Numbers.	Ton-nage.	£	Per Mile Open.	Per Train Mile.	Numbers.	Ton-nage.	£	Per Mile Open.	Per Train Mile.
REVENUE.										
Passengers by ordinary tickets—1st class ..	376	—	474	—	—	476	—	575	—	—
Do. do. 2nd class..	2,447	—	1,539	—	—	2,526	—	1,615	—	—
Do. season tickets—1st class ..	78	—	9	—	—	78	—	10	—	—
Do. do. 2nd class ..	—	—	—	—	—	—	—	—	—	—
Miles travelled by passengers	192,779	—	—	—	—	214,205	—	—	—	—
Average mileage per passenger	66·45	—	—	—	—	69·55	—	—	—	—
Average receipts per passenger per mile ..	2·52d.	—	—	—	—	2·46d.	—	—	—	—
Excess fares	—	—	853	—	—	—	—	1,010	—	—
Parcels and cloak room charges	—	—	242	—	—	—	—	220	—	—
Mails	—	—	475	—	—	—	—	475	—	—
Police and military subsidies	—	—	145	—	—	—	—	145	—	—
Sundry earnings	—	—	5	—	—	—	—	5	—	—
Total coaching	—	—	3,772	26	59·47	—	—	4,055	28	66·12
Minerals	—	194	89	—	—	—	15	17	—	—
Grain	—	607	2,424	—	—	—	577	2,293	—	—
Wool	—	1	2	—	—	—	3	12	—	—
Goods other than the above	—	1,327	5,488	—	—	—	2,331	8,157	—	—
Livestock—Cattle, calves, and horses	1,598	384	1,146	—	—	{ 935 538 90 }	224	743	—	—
Do. Sheep	199									
Do. Other	99									
Ton mileage—Goods and livestock freight paying	260,455	—	—	—	—	336,883	—	—	—	—
Average mileage per ton	104·47	—	—	—	—	106·95	—	—	—	—
Average receipts per ton per mile	8·43d.	—	—	—	—	7·99d.	—	—	—	—
Total merchandise, exclusive of "on service" traffic	—	2,493	9,149	63	133·09	—	3,150	11,222	77	162·35
Advertisements	—	—	—	—	—	—	—	—	—	—
Rents	—	—	827	—	—	—	—	838	—	—
Sales of water	—	—	187	—	—	—	—	214	—	—
Wharfage	—	—	1,170	—	—	—	—	1,579	—	—
Total miscellaneous	—	—	2,184	15	16·52	—	—	2,631	18	20·17
Total revenue	—	—	15,105	104	114·28	—	—	17,908	123	137·28
	£	Per Mile Open.	Per Train Mile.	Per cent. to Revenue.		£	Per Mile Open.	Per Train Mile.	Per cent. to Revenue.	
WORKING EXPENSES.										
Maintenance of way, works, and buildings	10,687	74	80·86	70·75	13,346	92	102·31	74·53		
Locomotive power	2,239	15	16·94	14·83	2,529	17	19·39	14·12		
Carriage and wagon repairs	257	2	1·94	1·70	675	5	5·17	3·77		
Traffic expenses	1,805	12	13·66	11·95	2,066	14	15·84	11·54		
Compensation	1	—	—	—	1	—	—	—		
General charges	300	2	2·27	1·99	349	2	2·67	1·95		
Total working expenses	15,289	105	115·67	101·22	18,966	130	145·38	105·91		
Net revenue	—	—	—	—	—	—	—	—	—	—
Cost of construction and additional requirements on miles open for traffic	£ 1,151,223					£ 1,155,730				
Per cent. of net revenue on cost of construction and additional requirements ..	—					—				

Adelaide, August 13th, 1897.

J. PICKERING, Comptroller of Accounts.

Appendix 25.

DETAILED STATEMENT of MILEAGE RUN OVER the PALMERSTON LINE during the YEAR ended JUNE 30th, 1897.

Description.	Miles.
Train mileage—	
Passenger—Ordinary	14,701
Special	18
Goods—Ordinary	14,696
Special	1,893
Total	31,308

Adelaide, August 5th, 1897.

ALFD. LANGMAN, Loco. Accountant.
J. PICKERING, Comptroller of Accounts.

Appendix 26.

STATEMENT of LIVESTOCK and PRINCIPAL ITEMS of MERCHANDISE FORWARDED and TOTAL TONNAGE RECEIVED by EACH STATION on the PALMERSTON LINE, for YEAR ENDED JUNE 30th, 1897.

Stations.	Livestock.			Flour.	Ores, Flux, and Fireclay.	Mining Timber.	Wool.	O.S. Goods Free.	All Other Goods.	Total Tonnage Forwarded	Total Tonnage Received.
	Number of Cattle, Calves, and Horses.	Number of Sheep and Goats.	No. of Pigs.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
Adelaide River	—	—	8	—	—	—	—	—	4	4	38
Boomleera	—	—	—	—	13	—	—	—	2	15	116
Brock's Creek	—	—	1	1	1	—	—	—	138	140	1,335
Burrundie	—	—	—	—	—	—	—	1	73	74	111
Fountain Head	790	99	26	1	—	—	—	—	21	22	242
Goodilla	—	—	—	—	—	—	—	—	—	—	36
Grove Hill	—	—	—	—	—	—	—	—	72	72	68
Howley River	—	—	—	—	—	—	—	—	1	1	81
McMinn's Lagoon	—	2	—	—	—	—	—	—	1	1	1
Palmerston	126	2	44	141	—	—	—	205	2,394	2,740	49
Pine Creek	19	434	3	—	—	—	3	2	22	27	607
Rum Jungle	—	—	8	—	—	—	—	—	1	1	5
Southport-road	—	—	—	—	—	—	—	—	—	—	12
Stapleton	—	—	—	—	—	—	—	—	—	—	—
Union	—	1	—	—	1	—	—	—	36	37	439
Totals	935	538	90	143	15	—	3	208	2,765	3,134	3,134
Add tonnage represented by Livestock	—	—	—	—	—	—	—	—	—	224	224
Grand Totals	—	—	—	—	—	—	—	—	—	3,358	3,358

Adelaide, August 10th, 1897.

J. PICKERING, Comptroller of Accounts.

Appendix 27.
COMPARATIVE STATEMENT for EIGHT YEARS ended JUNE 30th, 1897, PALMERSTON LINE.

Year ended June 30th.	Miles Open at end of Year.	Average Mileage Open during the Year.	Construction and Additional Requirements.		Rolling-stock.			Horses.	Tonnage of Goods and Livestock conveyed, excluding "On Service" Traffic.	Number of Passengers conveyed.	Gross Receipts.					Total Train Miles Run.	
			Average Miles open, exclusive of Stores in hand, &c.	Average Cost per Mile Open.	Engines, and Motors.	Coaching Vehicles.	Goods and Livestock Vehicles.				Coaching Traffic.	Goods and Livestock Traffic.	Miscellaneous.	Total.	Per Train Mile.		Per Mile Open, Average Mileage.
1890 (nine months)	145½	109½	£ 1,081,480	£ 7,402	7	6	134	—	2,114	4,567	£ 4,330	£ 7,499	£ 1,108	£ 12,937	d. 109·15	28,446	
1891	145½	145½	1,145,540	7,848	6	7	134	—	2,426	4,515	4,693	9,035	1,582	15,310	116·76	31,470	
1892	145½	145½	1,154,034	7,936	6	7	134	—	2,633	4,541	4,159	9,267	1,795	15,221	117·46	31,099	
1893	145½	145½	1,155,588	7,946	6	7	134	—	2,328	6,169	4,007	9,470	2,191	15,668	121·93	30,841	
1894	145½	145½	1,145,978	7,880	6	7	134	—	2,524	4,076	3,820	10,260	2,113	16,193	125·14	31,066	
1895	146½	145½	1,145,567	7,877	6	7	134	—	2,053	2,950	3,755	8,643	2,324	14,722	115·10	30,697	
1896	145½	145½	1,151,223	7,912	6	7	134	—	2,493	2,901	3,772	9,149	2,184	15,105	114·28	31,721	
1897	145½	145½	1,155,730	7,947	6	7	134	—	3,150	3,080	4,055	11,222	2,631	17,908	137·28	31,308	

No. 47.

APPENDIX 27—continued.
COMPARATIVE STATEMENT for EIGHT YEARS ended JUNE 30th, 1897, PALMERSTON LINE.

Year ended June 30th.	Maintenance of Way, Works, and Buildings.		Locomotive Power.		Carriage and Wagon Repairs.		Traffic Expenses.		Compensation.		General Charges.		Total Working Expenses.				Net Revenue.	
	Amount.	Per cent. to Gross Receipts.	Amount.	Per cent. to Gross Receipts.	Amount.	Per cent. to Gross Receipts.	Amount.	Per cent. to Gross Receipts.	Amount.	Per cent. to Gross Receipts.	Amount.	Per cent. to Gross Receipts.	Amount.	Per cent. to Gross Receipts.	Per Train Mile.	Per Mile Open, Average Mileage.	Amount.	Per cent. on Capital Cost.
1890 (nine months) ..	£ 9,671	74·75	2,022	15·63	133	1·03	£ 2,154	16·65	—	—	£ 901	6·96	£ 14,881	115·02	125·55	136	—	—
1891	8,651	56·51	1,916	12·52	233	1·52	2,289	14·95	—	—	821	5·36	13,910	90·86	106·08	96	1,400	0·12
1892	6,661	43·76	2,037	13·39	280	1·84	2,291	15·05	—	—	396	2·60	11,665	76·84	90·02	80	3,556	0·31
1893	6,008	38·34	2,480	15·83	598	3·82	2,240	14·30	1*	—	378	2·41	11,704	74·90	91·08	80	3,964	0·34
1894	6,790	35·76	2,776	17·14	478	2·95	2,036	12·57	—	—	323	2·00	11,403	70·42	88·12	78	4,790	0·42
1895	6,219	42·24	2,190	14·88	503	3·42	2,098	14·25	143	0·97	324	2·20	11,477	77·96	89·73	79	3,245	0·28
1896	10,687	70·75	2,239	14·83	257	1·70	1,805	11·95	1	—	300	1·99	15,289	101·22	115·67	105	—	—
1897	13,346	74·63	2,529	14·12	675	3·77	2,066	11·54	1	—	349	1·95	18,966	105·91	145·38	130	—	—

APPENDIX

* Compensation was, prior to 1892-3, included under other headings, chiefly Traffic Expenses.

Adelaide, August 18th, 1897.

J. PICKERING, Comptroller of Accounts.

Appendix 28.

STATEMENT of REVENUE, WORKING EXPENDITURE, and INTEREST, from the Commencement to JUNE 30th, 1897.—PALMERSTON LINE.

	£	s.	d.	£	s.	d.
Working Expenditure	—	—	—	109,295	0	1
Interest paid on Bonds and Treasury Bills	580,601	0	0			
Less charged to the Capital account of the line during construction	136,597	1	4			
Charged to General Revenue	—	—	—	444,003	18	8
Revenue	—	—	—	553,298	18	9
Excess of Working Expenditure and Interest over Revenue	—	—	—	123,064	14	0
				£430,234	4	

Adelaide, August 18th, 1897.

J. PICKERING, Comptroller of Accounts.

Appendix 29.

RETURN of the NUMBER and NATURE of the ACCIDENTS to LIFE and LIMB which OCCURRED during the YEAR ended JUNE 30th, 1897.—PALMERSTON LINE.

Nil.

Adelaide, August 18th, 1897.

J. PICKERING, Comptroller of Accounts.

Appendix 30.

STATEMENT of the NUMBER of PERSONS PERMANENTLY EMPLOYED on the PALMERSTON LINE on JUNE 30th, 1897.

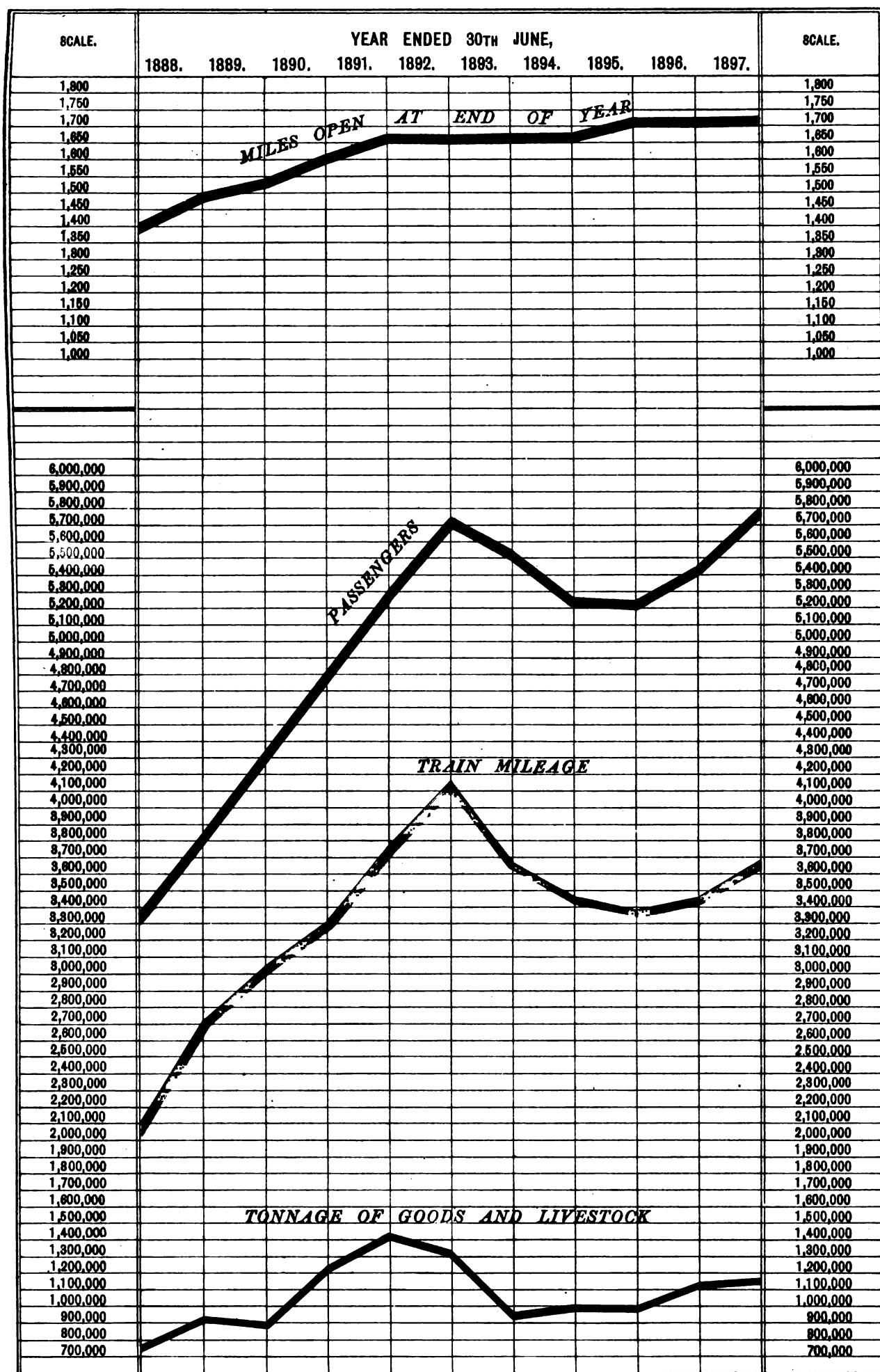
	Generally, for all Branches.	Traffic Branch.	Locomotive and Carriage Branch.	Maintenance Branch.	Total.
Traffic and Locomotive Superintendent and Resident Engineer ..	1	—	—	—	1
Caretakers	—	1	—	—	1
Cleaners	—	—	2	—	2
Clerks	2	—	—	—	2
District Foremen	—	—	—	2	2
Engineman	—	—	1	—	1
Fireman	—	—	1	—	1
Gangers	—	—	—	13	13
Guard	—	1	—	—	1
Locomotive Foreman	—	—	1	—	1
Mechanics	—	—	6	—	6
Messenger	—	—	—	1	1
Packers and laborers	—	—	2	33	35
Porters	—	3	—	—	3
Shunters	—	—	1	—	1
Stationmasters	—	3	—	—	3
Wagon Examiner	—	—	1	—	1
Totals (Europeans, 50 ; Chinese and coolies, 25)	3	8	15	49	75

Adelaide, August 18th, 1897.

J. PICKERING, Comptroller of Accounts.

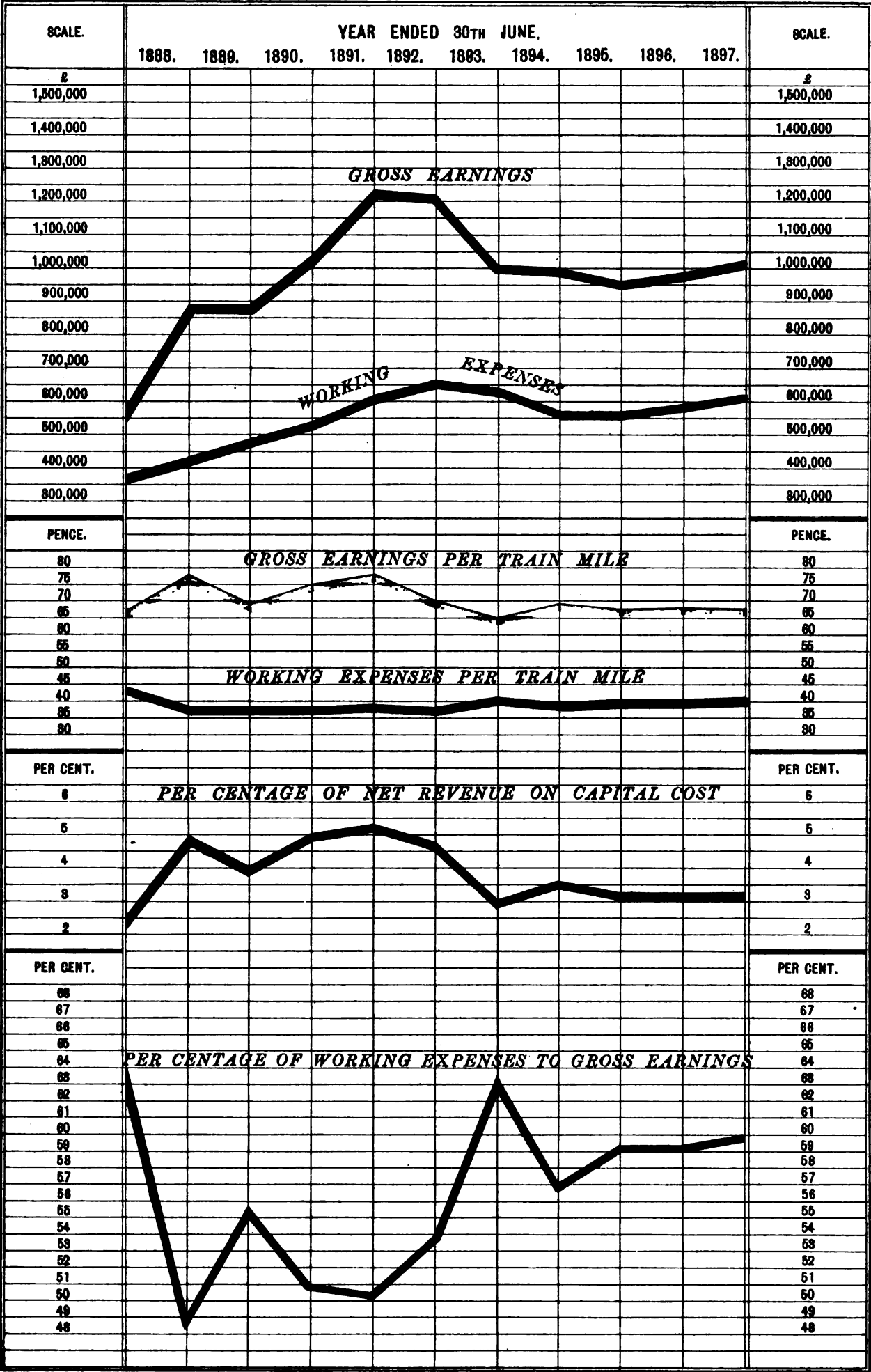
SOUTHERN PROVINCE.

No. 1.



SOUTH AUSTRALIAN RAILWAYS.
SOUTHERN PROVINCE.

No. 2.



LOCOMOTIVE ENGINEER'S REPORT.

Locomotive Engineer's Office, Islington, August 20th, 1897.

Sir—I have the honor to submit my usual annual report on the cost of working the locomotive, carriage, and wagon department for the year ended June 30th, 1897, and append the customary tables showing details.

The engine miles run during the year were 5,134,221, at 13·75d. per mile, being 347,985 miles in excess of the year ended June 30th, 1896, at a slight reduction in cost, that for the previous year being 14·13d. per mile.

The train mileage worked during the year was 3,628,960 at 19·45d. per mile, against 3,417,411 for last year, being an increase of 211,549 miles, showing a slight decrease on the cost of working for 1895-6, which was 19·79d. per mile.

It will be observed from table No. 9 that the expense of working the 3ft. 6in. gauge was reduced by 2·20d. per engine mile, and 3·08d. per train mile, but there was a considerable increase in the cost on the 5ft. 3in. gauge, the figures for the two years ended June 30th, 1896 and 1897, being 14·54d. and 16·08d. per engine and 20·86d. and 23·68d. per train mile, respectively.

The return to full time throughout the department (particularly in regard to the Islington workshops), the increases to enginemmen and firemen under regulation 10, the operation of which I specially referred to in my report last year, and the heavy repairs to boilers, due in some measure to the use of bad water consequent on the long drought, have involved a large increase in the year's expenditure; and in addition, last year's working expenses were debited with a quantity of vacuum brake gear for both gauges that has been in stock a considerable time, but never previously charged out of the stores account, and which was rendered useless by the decision arrived at some years ago to adopt the automatic Westinghouse as the standard brake for the South Australian railways. I have endeavored to obtain a purchaser for this material, the total book value of which is £3,055, but have been so far unsuccessful. The reduction in cost of the narrow gauge working (which would have been even greater but for the reasons mentioned above) was due to the marked decrease in the expenditure on repairs to the rolling-stock of this gauge (a large number of heavy repairs having been carried out in the previous year), and the fact that the department is at present reaping the benefit of the number of new engines provided during the past two or three years not yet requiring heavy repairs.

A large sum has been spent on the wagon stock of both gauges owing to complaints on the part of persons interested in the Barrier silver mines, and the smelting works at Port Pirie and Port Adelaide, as well as those firms shipping concentrated ores, that, in consequence of the open spaces between the flooring boards, a considerable quantity of fine ore was lost in transit. Two hundred and forty-three 5ft. 3in., and five hundred and fifty-five 3ft. 6in. gauge wagons have during the year had new floors put in, tongued and grooved, with a view to making them almost watertight, although the floors and sides were, for any other kind of traffic, in a sound condition and good in nearly every case for considerable periods before requiring renewal.

The work of replacing the light axles on the 3ft. 6in. gauge with the present heavier standard axle has gone on without intermission during the year, no less than 438 new axles having been turned into traffic, and those removed condemned, whilst on the 5ft. 3in. gauge 172 light axles have been replaced by the present standard.

I am glad to report that during the past year I was gradually able to put all the Islington employes on full time, and sincerely trust that we may never again have to resort to short time, at any rate for so long a period as that which elapsed between the latter part of 1892 and the early part of the present year. It is a much wiser policy during extra press of work to temporarily increase the number of workmen and dispense with their services when no longer required, retaining as regular employes only those who can be fully occupied on the ordinary repairs to the rolling-stock.

Capital has been recouped out of the locomotive working expenses to the extent of £15,553 on account of engines and wagons condemned or sold (£13,270 being for 5ft. 3in. gauge and £2,283 for 3ft. 6in. gauge stock), the greater portion of which sum ought legitimately to have been borne in previous years, but was carried forward, and now appears as a burden on last year's maintenance; and credit was allowed to the working expenses for £4,800, being proceeds from the sale of a narrow-gauge engine and the recharge to Loan of the value of Nos. 4 and 7 crane engines, as part of the machinery plant at the Islington workshops.

During the year the following new rolling-stock was completed and issued to traffic:—

5FT. 3IN. GAUGE.

- | | |
|-------------------------------|---|
| 3 tramcars (American design). | Constructed by Messrs. Duncan & Fraser. |
| 2 goods brake vans | |
| 12 class B sheep vans | Constructed at the Islington workshops. |

3FT. 6IN. GAUGE.

- | | |
|------------------------------|--|
| 14 class Y tender engines. | Constructed by Messrs. J. Martin & Co., Limited. |
| 3 bogie passenger brake vans | |
| 138 class C open wagons | Constructed at the Islington workshops. |

The following rolling-stock has been withdrawn from traffic:—

5FT. 3IN. GAUGE.

- | | |
|------------------------------|--|
| 1 class E tender engine only | } Condemned. |
| 1 class D tender only | |
| 1 class HP goods wagon | |
| 1 class T flat wagon | |
| 1 weighbridge van. | Transferred to Maintenance Department. |

3FT. 6IN. GAUGE.

- | | |
|--------------------------|---------------------------------|
| 1 class X tender engine. | Sold to Messrs. C. & E. Millar. |
|--------------------------|---------------------------------|

Locomotive

Locomotive Repairs.—The sum of £33,900 was spent in the Islington workshops upon heavy repairs to one hundred and three 5ft. 3in. gauge and sixty-four 3ft. 6in. gauge engines, and £2,230 at the outside running-sheds upon twenty-six 3ft. 6in. gauge engines. Of this number thirty-one 5ft. 3in. gauge and thirty-one 3ft. 6in. gauge (after general overhaul), and thirty 5ft. 3in. gauge (after partial repair) were turned out of the Islington workshops, the remainder being still in the works under repairs on June 30th. At the outside running sheds nineteen 3ft. 6in. gauge engines were turned out during the year, and seven were still under repairs on June 30th. In addition to this about £23,800 was expended on ordinary running and tender repairs, and about £1,200 on alterations and additions to the engine stock generally of both gauges.

We are now building at Islington a number of new bogie carriages, some of them composite first and second, and the remainder second class only, all of which are to be provided with lavatory accommodation for each compartment, a convenience that will doubtless be appreciated by the travelling public. Several carriages of both gauges were taken out of traffic during the year and fitted with similar accommodation, and others are still in course of alteration in the Islington workshops.

The above figures are exclusive of any reference to the Palmerston and Pine Creek railway.

I have, &c.,

T. ROBERTS,

Locomotive Engineer.

The South Australian Railways Commissioner, -Adelaide.

LOCOMOTIVE ENGINEER'S DEPARTMENT.

LIST OF THE TABLES.

No.		Page.
I.	Rolling-stock, 5ft. 3in. gauge	41
II.	Rolling-stock, 3ft. 6in. gauge	43
III.	Tram Stock	45
IV.	New Rolling-stock issued to Traffic	46
V.	Consumption of Fuel and Lubricants, 5ft. 3in. gauge	46
VI.	Consumption of Fuel and Lubricants, 3ft. 6in. gauge	47
VII.	Locomotive Mileage	47
VIII.	Working Detail Expenses	48
IX.	Statement of Cost, per Mile	50

LOCOMOTIVE ENGINEER'S DEPARTMENT.

Table I.
ROLLING-STOCK, 5' 3" GAUGE.

Description.	Stock in Traffic on July 1st, 1896.	Issued to Traffic during 1896-7.		With- drawals during 1896-7.	Stock in Traffic on June 30th, 1897.
		From Loan Funds.	Replacements from Working Expenses.		
ENGINE STOCK.					
Tender Engines (Engines only)—					
Class C—English	2	—	—	—	2
“ D “	7	—	—	—	7
“ E “	2	—	—	1 ^a	1
“ H “	7	—	—	—	7
“ J “	2	—	—	—	2
“ L “	4	—	—	—	4
“ N—American	2	—	—	—	2
“ O “	2	—	—	—	2
“ Q—English	15	—	—	—	15
“ Q—Colonial	7	—	—	—	7
“ R—English	6	—	—	—	6
“ R—Colonial	24	—	—	—	24
“ S “	12	—	—	—	12
Total	92	—	—	1	91
Tenders—					
Class C and H	12	—	—	—	12
“ D and E	9	—	—	1 ^b	8
“ J	2	—	—	—	2
“ L, R, S, and Q	71	—	—	—	71
“ N	2	—	—	—	2
“ O	2	—	—	—	2
Total	98	—	—	1	97
Tank Engines—					
Class A—English	2	—	—	—	2
“ E “	5	—	—	—	5
“ G “	5	—	—	—	5
“ I “	1	—	—	—	1
“ K “	18	—	—	—	18
“ M “	5	—	—	—	5
“ P “	6	—	—	—	6
“ P—Colonial	14	—	—	—	14
†No Class	1	—	—	—	1
Crane engines	2	—	—	—	2
Goods motors	2	—	—	—	2
Total	61	—	—	—	61
Total Engines	153	—	—	1	152
Total Tenders	98	—	—	1	97
Passenger motors (two with cars)	3	—	—	—	3
COACHING STOCK.					
Vice-regal saloon bogie carriage	1	—	—	—	1
Long saloon bogie carriage	1	—	—	—	1
First-class carriages—					
Short, saloon	1	—	—	—	1
Saloon, bogie with lavatory	1	—	—	—	1
Ordinary, bogie	25	—	—	—	25
Lavatory, “	3	—	—	—	3
Ordinary, short	1	—	—	—	1
Composite carriages—					
End loading, bogie	3	—	—	—	3
Ordinary, bogie	26	—	—	—	26
“ short	23	—	—	—	23
Second-class carriages—					
Bogie, with post office compartment	3	—	—	—	3
Ordinary, bogie	25	—	—	—	25
“ short	39	—	—	—	39
Ambulance carriage	1	—	—	—	1
Mortuary car	1	—	—	—	1

^a No. 13, condemned.

^b No. 9 (running with Engine No. 15), condemned.
from the Grange line in 1894-5, has not yet been issued to traffic.

+ Engine No. 154, purchased

F—No. 47.

LOCOMOTIVE ENGINEER'S DEPARTMENT.

Table I.
ROLLING-STOCK, 5' 3" GAUGE—continued.

Description.	Stock in Traffic on July 1st, 1896.	Issued to Traffic during 1896-7.		With- drawals during 1896-7.	Stock in Traffic on June 30th, 1897.
		From Loan Funds.	Replacements from Working Expenses.		
COACHING STOCK—continued.					
Passenger brake, and luggage vans—					
Bogie	2	—	—	—	2
“ with guard's compartment in centre	4	—	—	—	4
Short	17	—	—	—	17
“ with post office compartment	5	—	—	—	5
“ with second class compartment	1	—	—	—	1
Composite bogie mail vans, with second class compartments	3	—	—	—	3
Total	186	—	—	—	186
INTERCOLONIAL JOINT STOCK.					
Boudoir cars	6	—	—	—	6
Composite bogie carriages	12	—	—	—	12
Luggage bogie vans	6	—	—	—	6
Bogie mail vans—					
Post office	3	—	—	—	3
Baggage	3	—	—	—	3
Total	30	—	—	—	30
GOODS AND LIVE STOCK.					
Goods brake vans—					
Ordinary	46	—	2 a	—	48
Bogie, with second class compartment each end	4	—	—	—	4
Brake wagons	3	—	—	—	3
Covered wagons—					
E—Goods	58	—	—	—	58
Dairy produce	3	—	—	—	3
Milk vans	3	—	—	—	3
Weighbridge	1	—	—	1 c	—
Accident	1	—	—	—	1
Open wagons—					
F—Coke, 48in. sides	9	—	—	—	9
G—Goods, 27in. and 30in. sides	576	—	—	—	576
H—Goods, 17in. sides	352	—	—	—	352
HP—Goods, 22in. and 24in. sides	166	—	—	1 d	165
J—Goods, coal, 18in. sides	471	—	—	—	471
K—Buggy, end loading	2	—	—	—	2
S—Stone, 18in. sides	160	—	—	—	160
Crane, safety	1	—	—	—	1
L—Hopper coal wagons	20	—	—	—	20
Flat wagons—					
M—Long, ordinary	10	—	—	—	10
P “ Cleminson	1	—	—	—	1
T—Short, ordinary	52	—	—	1 e	51
O—Small (old tram stock altered)	26	—	—	—	26
Connecting wagons (old tram stock altered)	1	—	—	—	1
P—Bolster wagons	44	—	—	—	44
Engine and carriage bogie wagon	1	—	—	—	1
Travelling tanks, permanent	40	—	—	—	40
“ temporary	15	—	—	—	15
Gunpowder vehicles	4	—	—	—	4
Horse boxes	19	—	—	—	19
Cattle vans—					
Q—Ordinary	63	—	—	—	63
R—Bogie	26	—	—	—	26
Sheep vans—					
B—Medium	12	—	12 b	—	24
C—Long	54	—	—	—	54
U—Bogie	24	—	—	—	24
D—Sheep wagons	7	—	—	—	7
Portable sheep ramps	2	—	—	—	2
Ten-ton travelling crane	1	—	—	—	1
Total	2,278	—	14	3	2,289

a Nos. 179 and 180, and b Nos. 393 to 404, built at Islington workshops. c No. 140 transferred to Maintenance Department.
d No. 339 and e No. 365, condemned.

ALFD. LANGMAN,
Accountant.

July 30th, 1897.

THOS. ROBERTS,
Loco. Engineer.

Table II.

ROLLING-STOCK, 3ft. 6in. GAUGE.

No. 47.

Description.	Stock in Traffic on July 1st, 1896.				Issued to Traffic during 1896-7.				Withdrawals during 1896-7.				Stock in Traffic on June 30th, 1897.			
	Northern.	South-Eastern.	Palmerston.	Total.	Northern.	South-Eastern.	Palmerston.	Total.	Northern.	South-Eastern.	Palmerston.	Total.	Northern.	South-Eastern.	Palmerston.	Total.
ENGINE STOCK.																
Tender engines—(With Tenders)																
Class U—English	8	—	—	8	—	—	—	—	—	—	—	—	8	—	—	8
“ W “	15	12	5	32	—	—	—	—	—	—	—	—	15	12	5	32
“ X—American	8	—	—	8	—	—	—	—	—	—	—	—	7	—	—	7
“ Y—English	50	—	—	50	—	—	—	—	1a	—	—	—	50	—	—	50
“ Y—Colonial	42	—	—	42	—	—	—	—	—	—	—	—	56	—	—	56
“ Z “	8	—	—	8	—	—	—	—	—	—	—	—	8	—	—	8
Total	131	12	5	148	14	—	—	14	1	—	—	—	144	12	5	161
Tank engines—																
Class K—English	1	—	—	1	—	—	—	—	—	—	—	—	1	—	—	1
“ V “	4	—	—	4	—	—	—	—	—	—	—	—	4	—	—	4
“ V—Colonial	4	—	—	4	—	—	—	—	—	—	—	—	4	—	—	4
Baldwin—American	—	—	1	1	—	—	—	—	—	—	—	—	—	—	1	1
Total	9	—	1	10	—	—	—	—	—	—	—	—	9	—	1	10
Total Engines	140	12	6	158	14	—	—	14	1	—	—	—	153	12	6	171
“ Tenders	131	12	5	148	14	—	—	14	1	—	—	—	144	12	5	161
COACHING STOCK.																
First class bogie carriages—																
Sleeping	3	—	—	3	—	—	—	—	—	—	—	—	3	—	—	3
Lavatory	—	—	1	1	—	—	—	—	—	—	—	—	—	—	1	1
Lavatory	29	7	2	38	—	—	—	—	—	—	—	—	20c	7	2	29
Composite bogie carriages	25	—	—	25	—	—	—	—	—	—	—	—	25	2d	—	27
Composite lavatory bogie carriages—	14	4	—	18	—	—	—	—	—	—	—	—	23a	2f	—	25
Standard	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
With lavatory in ladies' compartment only	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Second class carriages—																
Short—Ordinary	3	3	—	6	—	—	—	—	—	—	—	—	3	3	—	6
With sleeping compartment	1	—	—	1	—	—	—	—	—	—	—	—	1	—	—	1
Bogie	6	—	1	7	—	—	—	—	—	—	—	—	6	—	—	6
Ambulance carriages—Short	2	—	1	3	—	—	—	—	—	—	—	—	2	—	—	2
Passenger brake, and luggage vans—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Short	10	2	2	14	—	—	—	—	—	—	—	—	10	2	2	14
Bogie	10	—	—	10	2g	1h	—	—	—	—	—	—	12	1	—	13
Post office mail vans—Short	17	—	—	17	—	—	—	—	—	—	—	—	17	—	—	17
Total	120	16	7	143	2	1	—	3	—	—	—	—	122	17	7	146

a No. 49 sold to Messrs. C. & E. Millar. b Nos. 180 to 173 built by Messrs. J. Martin & Co., Ltd. c Nine Carriages, Nos. 4, 43, 49, 71, 73, 90, 115, 116, 117, altered to Lavatory (in Ladies' Compartment only) Carriages. d Nos. 66, 68 altered from Compo. Lavatory (in Ladies' Compartment only) Bogie Carriages. e Nine Carriages, Nos. 4, 43, 49, 71, 73, 90, 115, 116, 117, altered from Compo. Bogie Carriages. f Nos. 66, 68 altered to Standard Compo. Lavatory Bogie Carriages. g Nos. 147, 148, and A No. 149, built at Islington Workshops.

LOCOMOTIVE ENGINEER'S DEPARTMENT.
Table II.
ROLLING-STOCK, 3ft. 6in. GAUGE—continued.

Description.	Stock in Traffic on July 1st, 1896.				Issued to Traffic during 1896-7.				Withdrawals during 1896-7.				Stock in Traffic on June 30th 1897.			
	Stock in Traffic on July 1st, 1896.				From Loan Funds.				Replacements from Working Expenses.				Stock in Traffic on June 30th 1897.			
	Northern.	South-Eastern.	Palmerston.	Total.	Northern.	South-Eastern.	Palmerston.	Total.	Northern.	South-Eastern.	Palmerston.	Total.	Northern.	South-Eastern.	Palmerston.	Total.
Goods and Livestock.																
Goods brake vans.....	79	5	1	85	—	—	—	—	—	—	—	—	79	6	1	85
Covered vans—																
Workmen's.....	—	—	1	1	—	—	—	—	—	—	—	—	—	—	1	1
Accident.....	2	—	2	4	—	—	—	—	—	—	—	—	2	—	2	4
A—Goods.....	64	15	—	79	—	—	—	—	—	—	—	—	64	15	—	79
Dairy produce.....	—	1	—	1	—	—	—	—	—	—	—	—	—	1	—	1
Fish.....	1	—	—	1	—	—	—	—	—	—	—	—	1	—	—	1
Open wagons—																
B—28" 30".....	451	—	—	451	—	—	—	—	—	—	—	—	451	—	—	451
C—18" goods and coal.....	1,988	174	99	2,261	138	—	—	138	—	—	—	—	2,109	172	99	2,380
D—18" 6-wheel Cleminson.....	12	—	—	12	—	—	—	—	—	—	—	—	12	—	—	12
OE—Hopper coke.....	175	—	—	175	—	—	—	—	—	—	—	—	174	—	—	174
OC ".....	50	—	—	50	—	—	—	—	—	—	—	—	39	—	—	39
Flat wagons—																
F—Small.....	46	2	5	53	—	—	—	—	—	—	—	—	65	2	5	72
G—With screw brake.....	3	—	—	3	—	—	—	—	—	—	—	—	3	—	—	3
Long.....	—	2	—	2	—	—	—	—	—	—	—	—	—	2	—	2
Bolster wagons—																
H—Permanent.....	49	4	4	57	—	—	—	—	—	—	—	—	38	4	4	44
O—Temporary.....	5	—	—	5	—	—	—	—	—	—	—	—	5	—	—	5
Travelling Tanks—																
Ordinary.....	46	7	3	56	—	—	—	—	—	—	—	—	46	6	3	55
Bogie.....	4	—	—	4	—	—	—	—	—	—	—	—	4	—	—	4
Temporary.....	46	—	1	47	—	—	—	—	—	—	—	—	50	3	1	54
Gunpowder vehicles.....	3	—	1	4	—	—	—	—	—	—	—	—	3	—	—	3
Horse boxes—																
J—Ordinary.....	24	4	—	28	—	—	—	—	—	—	—	—	24	4	—	28
OJ—With groom's compartment.....	2	—	—	2	—	—	—	—	—	—	—	—	2	—	—	2
Cattle vans—																
K—Ordinary.....	81	10	2	93	—	—	—	—	—	—	—	—	81	10	2	93
R—Bogie.....	41	—	—	41	—	—	—	—	—	—	—	—	41	—	—	41
Cattle trucks.....	—	—	17	17	—	—	—	—	—	—	—	—	—	—	17	17
Sheep vans—																
M—Ordinary.....	49	14	—	63	—	—	—	—	—	—	—	—	49	14	—	63
U—Bogie.....	44	—	—	44	—	—	—	—	—	—	—	—	44	—	—	44
Portable sheep ramps.....	3	1	—	4	—	—	—	—	—	—	—	—	3	1	—	4
Total.....	3,248	239	134	3,621	138	—	—	138	—	—	—	—	3,387	239	134	3,760

i Nos. 3094 to 3231, built at Islington Workshops. j Wagon No. 3244 (previous No. 1669 duplicate); four wagons, Nos. 1833, 1836, 1839, 1940, altered to F wagons; six wagons altered to temporary travelling tanks; eleven wagons, Nos. 755, 763, 769, 770, 772, 773, 777, 782, 791, 793, 797, altered from OC hopper wagons; and No. 1254 altered from OE hopper wagon. k Three wagons altered to temporary travelling tanks, and No. 1385 altered from permanent travelling tank. l Wagon No. 1254 altered to C wagon. m Eleven wagons altered to C wagons. n Seven wagons, Nos. 1931, 1932, 1934, 1935, 1937, 1941, altered from temporary travelling tanks; four wagons, Nos. 1933, 1936, 1939, 1940, altered from C wagons; thirteen wagons, Nos. 1833, 2931 to 2942, altered from H wagons; and five wagons, Nos. 1931, 1934, 1935, 1937, 1941, altered to F wagons. o Thirteen wagons, Nos. 1938, 2931 to 2942, altered to F wagons. p No. 1385 altered to C wagon. q Seven T.T. tanks, Nos. 1931, 1932, 1934, 1935, 1937, 1941, 1942, altered to F wagons; six, Nos. 1059, 1136, 1150, 1965, 2457, 2507, altered from C wagons; and five, Nos. 1931, 1934, 1935, 1937, 1941, altered from F wagons. r Three, Nos. 712, 1308, 1337, altered from C wagons.

ALFD. LANGMAN,
Accountant.

July 31st, 1897.

THOS. ROBERTS,
Loco. Engineer.

LOCOMOTIVE ENGINEER'S DEPARTMENT.
Table III.
TRAM STOCK.

Description.	Stock in Traffic on July 1st, 1896.				Issued to Traffic during 1896-7.				Withdrawals during 1896-7.				Stock in Traffic on June 30th, 1897.			
	5ft. 3in. Gauge.				From Loan Funds.				Replacements from Working Expenses.				5ft. 3in. Gauge.			
	Kadina, Wallaroo, and Moonta.	Gawler (Street Line).	Victor Harbor.	Port Broughton and Berunga.	Total.	Kadina, Wallaroo, and Moonta.	Gawler (Street Line).	Victor Harbor.	Port Broughton and Berunga.	Total.	Kadina, Wallaroo, and Moonta.	Gawler (Street Line).	Victor Harbor.	Port Broughton and Berunga.	Total.	
	1	—	1	—	2	—	—	—	—	—	—	—	—	—	—	5ft. 3in. Gauge.
	4	2	—	1	7	2 ^a	1 ^b	—	—	—	—	—	—	—	—	5ft. 6in. Gauge.
	—	—	—	2	2	—	—	—	—	—	—	—	—	—	—	Total.
	5	2	1	3	11	2	1	—	—	—	—	—	—	—	—	Total.
COACHING STOCK.																
English cars	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	2
American cars	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	10
Old design cars	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	2
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	14
GOODS AND LIVESTOCK.																
Open wagons—	168	—	—	—	168	—	—	—	—	—	—	—	—	—	—	168
Box 16" to 30" sides	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	36
Tip 18" sides	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	46
Flat wagons—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	6
Ordinary	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	256
Screw brakes	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	52
Total	204	—	—	—	256	—	—	—	—	—	—	—	—	—	—	256

^a Nos. 1 and 0, and ^b No. 8, built by Messrs. Duncan & Fraser; ^c No. 20, transferred from Gawler (street line); ^d No. 20, transferred to Kadina, Wallaroo, and Moonta.

ALFD. LANGMAN,
 Accountant.

July 30th, 1897.

THOS. ROBERTS,
 Loco. Engineer.

LOCOMOTIVE ENGINEER'S DEPARTMENT.

Table IV.

NEW ROLLING-STOCK ISSUED TO TRAFFIC during YEAR ended JUNE 30th, 1897.

Number Built.	Description.	Built by.	Numbers.	System to which Issued.	Debit.	Month of Issue.
5' 3" Gauge.						
1	Tramcar (American design) ..	Duncan & Fraser	1	Northern (Port Wakefield)	Railway accommodation S.A.R.	May, 1897
1	" " ..	"	8	Midland	"	May, 1897
1	" " ..	"	9	Northern (Port Wakefield)	"	June, 1897
6	Sheep vans, Class B	Loco. Department	393 to 398	Midland and Southern	Wagons renewals	July, 1896
3	" "	"	399 to 401	"	"	Oct., 1896
3	" "	"	402 to 404	"	"	Nov., 1896
2	Goods brake vans	"	179, 180	"	"	Feb., 1897
3' 6" Gauge.						
1	Tender engines, Class Y	Jas. Martin & Co., Ltd.	161	Northern	Railway accommodation S.A.R.	Aug., 1896
1	" "	"	165	"	"	Sept., 1896
1	" "	"	162	"	"	Oct., 1896
2	" "	"	163, 160	"	"	Nov., 1896
2	" "	"	164, 166	"	"	Dec., 1896
2	" "	"	167, 168	"	"	Mar., 1897
2	" "	"	169, 170	"	"	April, 1897
1	" "	"	171	"	"	May, 1897
2	" "	"	172, 173	"	"	June, 1897
2	Passenger brake vans	Loco. Department	147, 148	"	"	Aug., 1896
1	" "	"	149	South-Eastern	"	Sept., 1896
14	Open wagons, Class C	"	3094 to 3107	Northern	"	Aug., 1896
12	" "	"	3108 to 3119	"	"	Sept., 1896
24	" "	"	3120 to 3143	"	"	Dec., 1896
13	" "	"	3144 to 3156	"	"	Jan., 1897
12	" "	"	3157 to 3168	"	"	Feb., 1897
26	" "	"	3169 to 3193	"	"	Mar., 1897
3	" "	"	3198 to 3200	"	"	April, 1897
22	" "	"	3194 to 3197 and 3201 to 3218	"	"	May, 1897
13	" "	"	3219 to 3231	"	"	June, 1897

ALFD. LANGMAN,
Accountant.

July 30th, 1897.

THOS. ROBERTS,
Loco. Engineer.

Table V.

CONSUMPTION of FUEL and LUBRICANTS by 5' 3" GAUGE LOCOMOTIVES during YEAR ended JUNE 30th, 1897.

Lines.	Average Load, including Engine and Tender, in Tons.	Consumption of—						Relative Cost of Consumption per 100 Tons per Mile in Pence, including Engine and Tender.		
		Fuel in Lbs.				Per 100 Tons per Mile.	Lubricants per 100 Miles.		At Last Year's Rates.	At Rates Paid during Current Year.
		Per Mile.					Oil in Pints.	Grease in Lbs.		
		Coal.	Coke.	Wood.	Total.					
Adelaide, Terowie, and Morgan, and Port Adelaide and Dry Creek, mixed, and goods	223	31.51	—	1.36	32.87	14.74	5.36	1.59	1.14	1.14
North line, passenger	160	33.79	—	1.24	35.03	21.90	7.77	2.00	1.75	1.75
Port, Semaphore, and Dry Creek, passenger	156	16.18	15.59	2.10	33.87	21.71	5.76	2.89	1.55	1.55
Large Bay, passenger	63	32.87	—	3.11	35.98	57.11	6.41	2.79	4.39	4.38
Woodville and Henley Beach, passenger	51	5.31	17.60	2.66	25.57	50.14	5.97	2.67	3.46	3.45
Strathalbyn and Victor Harbor, mixed	118	25.99	—	2.15	28.14	23.85	4.30	2.55	1.84	1.83
Adelaide, Strathalbyn, and Serviceton, passenger, mixed, and goods	200	38.33	—	1.45	39.78	19.89	5.54	2.18	1.54	1.54
Strathalbyn and Milang, mixed	71	21.59	—	4.34	25.93	36.52	4.27	2.70	2.68	2.67
Average total (all lines)	189	31.34	2.46	1.57	35.37	18.71	5.73	2.08	1.44	1.43

ALFD. LANGMAN,
Accountant.

August 4th, 1897.

THOS. ROBERTS,
Loco. Engineer.

LOCOMOTIVE ENGINEER'S DEPARTMENT.

Table VI.

CONSUMPTION of FUEL and LUBRICANTS by 3' 6" GAUGE LOCOMOTIVES during YEAR ended JUNE 30th, 1897.

Lines.	Average Load, including Engine and Tender, in Tons.	Consumption of—							Relative Cost of Consumption per 100 Tons per Mile in Pence, including Engine and Tender.	
		Fuel in Lbs.					Lubricants per 100 Miles.		At Rates Paid during Current Year.	At Rates Paid during Current Year on Midland and Southern Lines.
		Per Mile.				Per 100 Tons per Mile.	Oil in Pints.	Grease in Lbs.		
		Coal.	Coke.	Wood.	Total.					
Northern	216	26·30	—	1·33	27·63	12·79	4·66	2·70	1·02	1·01
South-Eastern	155	22·01	—	1·34	23·35	15·06	1·30	0·75	1·46	1·10

ALFD. LANGMAN,
Accountant.

August 10th, 1897.

THOS. ROBERTS,
Loco. Engineer.

Table VII.

LOCOMOTIVE MILEAGE (ALL LINES) for YEARS ENDED JUNE, 30th, 1896 and 1897.

System.	Year ended June 30th, 1896.				Year ended June 30th, 1897.			
	Train Miles.	Light and Shunting.	Ballasting.	Total.	Train Miles.	Light and Shunting.	Ballasting.	Total.
Midland	1,142,066	553,573	7,599	1,703,238	1,130,363	583,790	24,010	1,738,163
Southern (5' 3" gauge, Adelaide to Port Victor, Milang, and Serviceton)	475,025	135,262	1,588	611,875	564,275	184,415	2,683	751,373
Total 5' 3" gauge	1,617,091	688,835	9,187	2,315,113	1,694,638	768,205	26,693	2,489,536
Southern (3' 6" gauge, Bordertown to Wolsley)	136	5,244	—	5,380	34	5,398	—	5,432
Northern	1,677,482	632,009	4,908	2,314,399	1,799,277	663,852	9,108	2,472,237
South-Eastern	122,702	28,300	342	151,344	135,611	30,526	1,479	167,016
Total 3' 6" gauge (exclusive of Palmerston)	1,800,320	665,553	5,250	2,471,123	1,934,322	699,776	10,587	2,644,685
Total all Lines (exclusive of Palmerston)	3,417,411	1,354,388	14,437	4,786,236	3,628,960	1,467,981	37,280	5,134,221
Palmerston	31,721	10,337	474	42,532	31,308	11,570	5,092	47,970

ALFD. LANGMAN,
Accountant.

August 2nd, 1897.

THOS. ROBERTS,
Loco. Engineer.

LOCOMOTIVE ENGINEER'S DEPARTMENT.

Table VIII.

STATEMENT of WORKING DETAIL EXPENSES (ALL LINES) for YEAR ended JUNE 30th, 1897.

Section.	5' 3" Gauge.				3' 6" Gauge.			
	Midland System.				Northern System.			
	Wages.	Material.	Total.		Wages.	Material.	Total.	
	£ s. d.	£ s. d.	£ s. d.		£ s. d.	£ s. d.	£ s. d.	
LOCOMOTIVE RUNNING EXPENSES—								
General charges proportion—								
Superintendence and office expenses	3,174 4 9	—	3,174 4 9	1,492 19 10	4,576 9 5	—	4,576 9 5	
Tools and machinery, repairs and renewals	26 2 9	13 1 4	39 4 1	13 9 3	41 15 10	20 17 11	62 13 9	
Engine-men, firemen, cleaners, and laborers	29,969 15 1	—	29,969 15 1	13,401 9 10	41,715 17 9	—	41,715 17 9	
Bonuses paid to engine-men	250 0 0	—	250 0 0	150 0 0	240 0 0	—	240 0 0	
Oil, tallow, and other stores	3,801 4 1	3,801 4 1	3,801 4 1	1,471 9 9	—	3,961 14 1	3,961 14 1	
Fuel and wages of fuelmen	1,377 8 2	15,912 6 3	17,289 14 5	10,148 4 2	2,350 0 8	31,148 10 7	33,498 11 3	
Water—								
Working and repairs	547 8 0	2,368 16 3	2,916 4 3	1,077 0 11	1,833 11 9	2,268 12 1	4,152 3 10	
Holiday allowances	1,009 2 8	—	1,009 2 8	409 1 7	1,561 19 3	—	1,561 19 3	
Injury and sick allowances	17 12 11	—	17 12 11	14 8 0	63 9 9	—	63 9 9	
Lodging and travelling expenses	915 0 10	—	915 0 10	791 8 8	2,451 14 6	—	2,451 14 6	
Gross total	37,286 15 2	22,095 7 11	59,382 3 1	28,569 12 0	54,834 18 11	27,399 14 8	82,234 13 7	
Less reimbursements for water sold and ballasting	609 6 7	357 4 10	966 11 5	163 12 0	363 16 11	344 6 11	708 3 10	
Net total	36,677 8 7	21,738 3 1	58,415 11 8	28,806 0 0	54,521 2 0	27,055 7 9	81,576 9 9	
LOCOMOTIVE REPAIRS AND RENEWALS—								
General charges proportion—								
Superintendence and office expenses	1,409 5 3	—	1,409 5 3	696 4 7	1,629 2 8	—	1,629 2 8	
Tools and machinery, repairs and renewals, holidays, injury allowances, &c.	1,379 0 3	939 10 2	2,318 10 5	928 6 1	2,172 3 7	1,066 1 9	3,238 5 4	
Locomotive repairs and renewals	13,674 8 8	11,809 10 5	25,483 19 1	6,754 13 6	16,131 7 5	4,523 12 10	20,657 0 3	
Do. due to accidents	1 13 7	—	1 13 7	8 2 5	9 14 1	—	9 14 1	
Locomotive alterations and additions	402 12 6	100 9 10	503 2 4	200 19 9	150 7 5	82 17 7	233 5 0	
Lodging and travelling expenses	13 5 6	—	13 5 6	7 14 6	8 16 6	—	8 16 6	
Gross total	17,390 5 9	12,849 10 5	30,239 16 2	14,992 14 9	20,101 11 8	5,694 12 3	25,796 3 10	
Less reimbursements for ballasting	173 5 6	45 10 6	218 16 0	109 4 5	396 10 0	98 18 1	495 8 7	
Net total	17,207 0 3	12,803 19 11	30,011 0 2	14,883 10 4	19,705 1 2	5,595 14 1	25,300 15 3	
COACHING REPAIRS AND RENEWALS—								
General charges proportion—								
Superintendence and office expenses	750 19 3	—	750 19 3	579 5 11	269 18 5	—	269 18 5	
Tools and machinery, repairs and renewals, holidays, injury allowances, &c.	1,001 5 9	500 12 10	1,501 18 7	386 4 0	1,798 18 11	288 12 3	2,087 10 6	
Coaching repairs and renewals	7,457 12 11	3,012 6 7	10,469 19 6	5,763 1 9	2,594 2 4	0 9 2	8 14 9	
Do. due to accidents	28 4 8	9 14 0	37 18 8	31 4 8	8 5 7	—	8 5 7	
Do. Alterations and additions	25 9 2	12 11 5	38 0 7	14 13 8	96 19 6	23 6 9	120 6 3	
Lodging and travelling expenses	3 1 0	—	3 1 0	2 1 2	1 10 6	—	1 10 6	
Total	9,366 12 9	3,535 4 10	12,901 17 7	7,152 15 1	3,330 14 3	443 7 0	3,773 1 3	
GOODS AND LIVESTOCK REPAIRS AND RENEWALS—								
General charges proportion—								
Superintendence and office expenses	488 11 10	—	488 11 10	186 18 6	680 11 4	—	680 11 4	
Tools and machinery, repairs and renewals, holidays, injury allowances, &c.	648 15 10	324 7 11	973 3 9	131 5 8	907 8 5	453 14 2	1,361 2 7	
Goods, &c., repairs and renewals	4,759 12 6	2,909 16 8	7,669 9 2	1,184 6 6	6,566 13 4	816 6 7	7,382 19 11	
Do. due to accidents	59 3 1	9 11 5	68 14 6	1 12 7	25 13 4	13 18 7	38 11 1	
Do. Alterations and additions	47 7 1	37 2 3	84 9 4	15 2 1	213 11 2	112 12 7	326 3 9	
Lodging and travelling expenses	2 9 8	—	2 9 8	1 0 3	8 4 0	—	8 4 0	
Gross total	6,004 0 0	3,280 18 3	9,284 18 3	2,479 16 2	8,402 1 7	1,395 11 11	9,797 13 6	
Less reimbursements for ballasting	242 14 9	121 2 11	363 17 8	98 15 11	313 3 2	136 11 6	449 14 8	
Net total	5,761 5 3	3,159 15 4	8,921 0 7	2,381 0 3	8,088 18 5	1,259 0 5	9,347 18 10	

Table VIII.

STATEMENT of WORKING DETAIL EXPENSES (ALL LINES) for YEAR ended JUNE 30th, 1897—continued.

Section.	8' 6" Gauge.			Total all Systems, Exclusive of Palmerston.			Palmerston System.		
	South-Eastern System.								
	Wages.	Material.	Total.	Wages.	Material.	Total.	Wages.	Material.	Total.
LOCOMOTIVE RUNNING EXPENSES—									
General charges proportion—									
Superintendence and office expenses.....	228 7 3	—	228 7 3	9,472 1 3	—	9,472 1 3	228 9 10	—	228 9 10
Tools and machinery, repairs and renewals	1 11 7	0 15 9	2 7 4	78 9 8	39 4 9	117 14 5	7 17 5	2 12 6	9 30 1
Enginesmen, firemen, cleaners, and laborers	2,083 19 10	—	2,083 19 10	87,178 2 6	—	87,178 2 6	1,011 17 6	—	1,011 17 6
Bonuses paid to enginesmen	40 0 0	—	40 0 0	680 0 0	—	680 0 0	—	—	—
Fuel, tallow, and other stores	82 1 10	139 3 0	221 4 10	9,373 10 11	9,373 10 11	18,746 20 22	89 13 2	89 13 2	178 26 4
Fuel and wages of fuelmen	—	1,541 17 3	1,541 17 3	4,862 18 11	47,597 10 0	52,460 8 11	27 3 5	483 9 5	511 2 8
Water—									
Working and repairs	117 7 9	78 11 7	195 19 4	8,032 18 3	8,032 18 3	16,064 16 6	184 13 0	36 5 10	220 18 10
Holiday allowances	81 8 9	—	81 8 9	5,061 12 3	—	5,061 12 3	30 3 9	—	30 3 9
Injury and sick allowances	3 0 0	—	3 0 0	98 10 8	—	98 10 8	—	—	—
Lodging and travelling expenses	156 7 6	—	156 7 6	4,314 11 6	—	4,314 11 6	84 7 9	—	84 7 9
Gross total	2,799 4 6	1,760 7 7	4,559 12 1	112,577 5 0	62,318 15 9	174,895 10 9	1,570 0 2	582 0 11	2,152 0 13
Less reimbursements for water sold and ballasting	37 4 5	23 3 3	60 7 8	1,103 11 3	794 3 8	1,897 14 11	346 14 1	260 2 3	606 16 4
Net total	2,762 0 1	1,738 4 4	4,500 4 5	111,473 13 9	61,524 12 1	173,000 5 10	1,224 6 1	321 13 8	1,545 4 9
LOCOMOTIVE REPAIRS AND RENEWALS—									
General charges proportion—									
Superintendence and office expenses.....	49 12 11	—	49 12 11	3,784 5 5	—	3,784 5 5	94 0 8	—	94 0 8
Tools and machinery, repairs and renewals, holidays, injury allowances, &c.	66 3 11	33 1 11	99 5 10	5,045 13 10	2,532 16 10	7,577 10 8	69 19 7	34 19 9	104 19 4
Locomotive repairs and renewals	412 5 1	—	412 5 1	36,973 14 8	22,217 10 11	59,190 5 7	563 2 1	206 18 5	770 0 6
Do. do. due to accidents	3 10 3	—	3 10 3	23 0 4	—	23 0 4	—	—	—
Locomotive alterations and additions	—	—	—	733 19 8	333 10 8	1,066 10 6	—	—	—
Lodging and travelling expenses	0 18 0	—	0 18 0	30 14 6	—	30 14 6	12 0 0	—	12 0 0
Gross total	532 10 2	33 1 11	565 12 1	46,810 8 5	24,973 18 5	71,784 6 10	739 2 4	341 18 2	1,080 2 6
Less reimbursements for ballasting	47 6 1	11 11 1	58 17 2	703 12 0	178 14 2	881 6 2	80 8 9	21 2 8	101 11 5
Net total	485 4 1	21 10 10	506 14 11	45,906 16 5	24,795 4 3	70,702 0 8	658 13 7	217 15 6	875 9 1
COACHING REPAIRS AND RENEWALS—									
General charges proportion—									
Superintendence and office expenses.....	47 3 7	—	47 3 7	1,647 6 2	—	1,647 6 2	16 10 1	—	16 10 1
Tools and machinery, repairs and renewals, holidays, injury allowances, &c.	62 16 10	31 8 5	93 14 5	2,196 8 5	1,098 4 2	3,294 12 7	10 9 2	5 4 7	15 13 9
Coaching repairs and renewals	461 16 7	345 6 5	807 3 0	16,276 13 7	5,787 16 3	22,064 9 10	90 2 8	63 16 10	153 19 6
Do. do. due to accidents	9 10 6	3 15 6	13 6 0	67 5 5	—	67 5 5	—	—	—
Do. Alterations and additions	—	—	—	137 2 4	43 3 3	180 5 7	—	—	—
Lodging and travelling expenses	7 13 0	—	7 13 0	14 5 8	—	14 5 8	0 4 3	—	0 4 3
Gross total	588 19 6	390 10 4	978 10 0	20,339 1 7	6,943 9 0	27,282 10 7	117 6 2	69 1 5	186 7 7
Net total	588 19 6	390 10 4	978 10 0	20,339 1 7	6,943 9 0	27,282 10 7	117 6 2	69 1 5	186 7 7
GOODS AND LIVESTOCK REPAIRS AND RENEWALS—									
General charges proportion—									
Superintendence and office expenses.....	39 4 3	—	39 4 3	1,403 5 11	—	1,403 5 11	48 3 6	—	48 3 6
Tools and machinery, repairs and renewals, holidays, injury allowances, &c.	52 5 7	26 2 10	78 8 5	1,871 1 1	935 10 7	2,806 11 8	30 11 7	15 5 9	45 17 4
Goods, &c., repairs and renewals	321 3 4	447 13 7	768 15 11	15,584 1 5	5,358 2 4	20,942 3 9	248 15 11	225 15 4	473 10 5
Do. do. due to accidents	3 3 2	0 10 4	3 13 6	101 8 0	24 12 11	125 9 11	4 3 3	—	4 3 3
Do. Alterations and additions	67 15 10	9 18 5	77 14 3	347 19 7	174 15 4	522 14 11	—	—	—
Lodging and travelling expenses	—	—	—	11 13 11	—	11 13 11	0 4 9	—	0 4 9
Gross total	483 12 2	484 4 2	967 16 4	17,219 9 11	6,493 1 2	23,712 11 1	331 19 0	241 1 1	572 0 1
Less reimbursements for ballasting	81 19 8	15 19 11	97 19 7	686 13 6	343 0 6	1,029 14 0	60 6 8	30 3 4	90 10 0
Net total	401 12 6	468 4 3	869 16 9	16,533 16 5	6,150 0 8	22,683 17 1	271 13 4	210 17 9	482 10 1

NOTE.—This statement shows the actual expenditure incurred during the year. In Appendix 8, prepared by the Comptroller, the net expenditure brought to debit during the year is shown, the apparent discrepancy between the figures being thus accounted for. Including £15,563 recouped to capital account for prime cost of No. 11, Class D engine only, 5ft. 3in. gauge (£2,746), condemned (vide Table I.); Nos. 4 and 7, Class B engines and tenders, 5ft. 3in. gauge (£2,325), condemned, and altered into crane engines; No. 9, Class D tender, 5ft. 3in. gauge (£300), condemned (vide Table I.); and No. 49, Class X engine and tender, 5ft. 3in. gauge (£2,483), sold to Messrs. C. & E. Miller (vide Table II.).

N.B.—Towards the sum of £15,563 recouped to capital account as per foregoing notes the Locomotive votes received credit to the amount of £4,800, as follows:—£1,300 from sale of No. 49, Class X engine and tender, 5ft. 3in. gauge, and £3,500 re-charged to loan (account Lillingston Workshops machinery) for Nos. 4 and 7 crane engines. The expenditure in this table on repairs to rolling-stock also includes £3,095 charged off from the Stores Account to cover the value of a quantity of vacuum brake gear now in store but rendered useless by the abandonment some time ago of this brake on the S.A. Railways (vide Loco. Engineer's report).

ALFRED LANGMAN,
Accountant.

August 19th, 1897.

THOS. ROBERTS,
Locomotive Engineer.

LOCOMOTIVE ENGI
Table

STATEMENT of COST of LOCOMOTIVE DEPARTMENT per

System.	Year.	Train Mileage.	Engine Mileage.	Average Miles of Line Open.	Total Expenditure.	Running Expenses.			
						Per Train Mile.			Per Mile of Line Open.
						Wages and Material.	General Charges.	Total.	Total.
					£ s. d.	d.	d.	d.	£ s. d.
Midland, 5' 3" gauge.....	1896	1,142,066	1,703,238	237	98,886 19 1	11·18	0·66	11·84	237 13 2
	1897	1,130,363	1,788,163	+235½	110,149 10 0	11·72	0·68	12·40	247 15 9
"Southern, 5' 3" gauge	1896	475,161	617,255	252½	41,701 1 8	11·04	0·65	11·69	91 12 4
	1897	564,209	756,805	252½	57,646 13 2	11·61	0·64	12·25	114 1 8
Northern, 3' 6" gauge	1896	1,677,482	2,314,399	1,003	131,599 3 1	9·72	0·60	10·32	71 16 11
	1897	1,799,377	2,472,237	1,003	119,978 6 1	10·26	0·62	10·88	81 6 7
South-Eastern, 3' 6" gauge.....	1896	122,702	151,344	216	9,547 14 10	7·67	0·43	8·10	19 3 9
	1897	135,011	167,016	216	6,896 5 11	7·59	0·41	8·00	20 16 9
Total 5' 3" gauge	1896	1,617,327	2,320,493	489½	140,588 0 9	11·13	0·66	11·79	162 6 6
	1897	1,694,672	2,494,968	+468½	167,196 3 2	11·68	0·67	12·35	178 12 10
Total 3' 6" gauge, exclusive of Palmerston	1896	1,800,184	2,465,743	1,219	141,146 17 11	9·57	0·59	10·16	62 10 4
	1897	1,934,288	2,639,253	1,219	126,674 11 0	10·06	0·60	10·66	70 12 3
Total, all systems, exclusive of Palmerston	1896	3,417,411	4,786,236	1,708½	281,734 18 8	10·31	0·62	10·93	91 2 3
	1897	3,628,960	5,134,221	+1,707½	294,070 14 2	10·83	0·63	11·46	101 10 2
Palmerston, 3' 6" gauge	1896	31,721	42,532	145½	2,496 4 11	10·97	1·50	12·47	11 6 6
	1897	31,308	47,970	145½	3,196 11 6	10·88	1·80	12·68	11 7 3

* Mixed gauge between Bordertown and Wolsley included in Southern System.

ALFD. LANGMAN,
Accountant.

August

NEER'S DEPARTMENT.

IX.

MILE WORKED for YEARS ended JUNE 30th, 1896 and 1897.

Repairs and Renewals of Locomotives.				Repairs and Renewals of Coaching Stock.				Repairs and Renewals of Goods and Live Stock.				Total.				
Per Train Mile.			Per Mile of Line Open.	Per Train Mile.			Per Mile of Line Open.	Per Train Mile.			Per Mile of Line Open.	Per Train Mile.			Per Mile of Line Open.	Per Engine Mile.
Wages and Material.	General Charges.	Total.	Total.	Wages and Material.	General Charges.	Total.	Total.	Wages and Material.	General Charges.	Total.	Total.	Wages and Material.	General Charges.	Total.	Total.	
d.	d.	d.	£ s. d.	d.	d.	d.	£ s. d.	d.	d.	d.	£ s. d.	d.	d.	d.	£ s. d.	d.
3-94	0-75	4-69	91 4 4	1-79	0-41	2-20	44 2 7	1-73	0-32	2-05	41 4 10	18-64	2-14	20-78	417 4 11	13-93
5-43	0-80	6-38	127 6 0	2-24	0-48	2-72	54 6 0	1-58	0-31	1-89	37 16 10	21-02	2-37	23-39	467 4 7	15-21
3-93	0-74	4-67	36 12 6	2-30	0-64	3-44	26 19 8	1-06	0-20	1-26	9 18 7	18-83	2-23	21-06	165 3 1	16-21
5-44	0-89	6-33	58 18 11	3-40	0-74	4-14	38 11 9	1-29	0-25	1-54	14 6 3	21-74	2-52	24-26	225 18 7	18-09
3-41	0-79	4-20	29 6 8	1-09	0-18	1-27	8 17 10	2-76	0-27	3-03	21 2 8	16-96	1-84	18-82	131 4 1	13-65
2-72	0-65	3-37	25 4 6	0-40	0-11	0-51	3 15 3	0-97	0-27	1-24	9 6 0	14-35	1-65	16-00	119 12 5	11-65
4-39	0-71	5-10	12 1 6	2-24	0-20	2-54	6 0 2	2-70	0-23	2-93	6 18 8	17-10	1-57	18-67	44 4 1	15-14
0-63	0-27	0-90	2 6 11	1-47	0-25	1-72	4 9 9	1-43	0-21	1-64	4 5 2	11-12	1-14	12-26	31 18 7	9-91
3-94	0-75	4-69	61 10 3	2-09	0-47	2-56	35 5 8	1-53	0-29	1-82	25 1 9	18-69	2-17	20-86	267 4 2	14-54
5-46	0-90	6-36	91 19 0	2-63	0-56	3-19	46 3 6	1-49	0-29	1-78	25 13 6	21-26	2-42	23-68	342 8 10	16-06
3-48	0-79	4-27	26 5 6	1-18	0-18	1-36	8 7 8	2-76	0-27	3-03	18 12 4	16-99	1-83	18-82	115 15 10	13-74
2-58	0-62	3-20	21 3 5	0-47	0-12	0-59	3 17 10	1-00	0-27	1-27	8 8 1	14-13	1-61	15-74	104 1 7	11-54
3-70	0-77	4-47	37 4 7	1-61	0-32	1-93	16 1 9	2-18	0-28	2-46	20 9 5	17-80	1-99	19-79	164 18 0	14-13
3-93	0-75	4-68	41 8 3	1-47	0-33	1-80	15 19 8	1-23	0-28	1-51	13 6 11	17-46	1-99	19-45	172 5 0	13-75
3-36	1-11	4-47	4 1 3	0-63	0-19	0-82	0 14 11	0-49	0-64	1-13	1 0 6	15-45	3-44	18-89	17 3 2	14-39
5-19	1-53	6-72	6 0 6	1-18	0-24	1-42	1 5 7	2-97	0-72	3-69	3 6 3	20-23	4-29	24-52	21 19 8	16-00

+ Mileage of Gawler tram line (one and a quarter miles) previously included.

19th, 1897.

THOS. ROBERTS,
Loco. Engineer.

ENGINEER-IN-CHIEF'S REPORT.

Engineer-in-Chief's Office, Adelaide, August 25th, 1897.

I have the honor to forward herewith the annual report, showing expenditure on the maintenance of the Government railways in this province for the year ending June 30th, 1897.

The provision on the Estimates for expenditure by this branch was £176,875 (exclusive of moiety of salaries of Engineer-in-Chief and staff, £1,825), while the actual total expenditure has been £167,814, as compared with £144,694 for the preceding year.

Throughout the year the running road and permanent structures have been maintained in safe condition, and are now in a much better state of repair than they were this time last year. Renewals of the permanent way have been carried out where necessary, while painting and other repairs to the buildings which had been put off for several years have been dealt with in a comprehensive manner. This has been rendered possible by the enlarged provision made on the Estimates, the necessity for which was pointed out in my last report.

RAILWAYS OPEN FOR TRAFFIC.

The following extension has been opened for traffic during the year ending June 30th, 1897 :—

Name of Extension.	Gauge.	Main Line.			Sidings.	
		Double.	Single.	Mixed Gauge.	Plain.	Mixed Gauge.
			miles. chns.			
Moonta to Hamley Flat	5' 3"	—	1 10	—	—	—

This makes the mileage open on June 30th, 1897, as follows :—

Name of System.	Gauge.	Main Line.			Sidings.	
		Double.	Single.	Mixed Gauge.	Plain.	Mixed Gauge.
		miles. chns.	miles. chns.	miles. chns.	miles. chns.	miles. chns.
Midland	Locomotive.. 5' 3"	10 17	225 46	—	63 30	1 68
	Locomotive.. 3' 6"	—	0 62	—	2 71	—
	Horse	—	1 16	—	0 7	—
Southern	Locomotive.. " 3' 6"	—	240 12	12 19	19 56	1 70
	Locomotive.. " 3' 6"	—	0 22	—	1 2	—
Western	Locomotive.. " 5' 3"	—	201 73	—	19 56	—
	Horse	—	5 12	—	1 29	—
Port Pirie and Cockburn..	Locomotive.. " 3' 6"	—	322 39	—	27 48	—
Great Northern	Locomotive.. " "	—	233 43	—	23 21	—
Great Northern Extension	Locomotive.. " "	—	244 36	—	9 46	—
South-Eastern	Locomotive.. " "	—	215 56	—	13 59	—
Palmerston and Pine } Creek (N.T.)	Locomotive.. " "	—	146 8	—	7 52	—
Port Broughton	Horse	—	10 0	—	—	—
Totals	—	10 17	1,847 24	12 19	190 16	3 58

Or a total of lines open—

Gauge.	Double Line.	Single Line.	Sidings.
	miles. chns.	miles. chns.	miles. chns.
5' 3".	10 17	472 6	84 61
3' 6"	—	1,375 18	105 35
Mixed 5' 3" and 3' 6"	—	12 19	3 58
Totals	10 17	1,869 43	193 74

Giving a grand total of 1,869 miles 60 chains main line, and 193 miles 74 chains sidings.

CONSTRUCTION WORKS ON OPEN LINES.

GENERAL.

In addition to the maintenance of the various lines the Resident Engineers and their staffs have carried out works of construction amounting in the aggregate to £43,117 3s. 4d., as compared with £21,437 13s. 6d. for last year. The following statement shows the amount spent on each system of lines, and a list of the principal works of construction is given below:—

	£	s.	d.
Port and North	11,316	19	7
Southern	1,395	14	5
Hamley, Wakefield, Wallaroo, and Gladstone	4,295	14	1
Port Pirie, Terowie, Quorn, and Cockburn	24,961	1	6
Great Northern	300	17	0
Great Northern Extension (credit £292 0s. 4d.)	—	—	—
South-Eastern	855	10	8
Palmerston and Pine Creek (Northern Territory)	283	6	5
	£43,117	3	4

PORT AND NORTH LINES—5ft. 3in. gauge.—

Adelaide.—Strengthening Torrens Bridge to carry heavier engines. **Greenock Creek.**—A reservoir, with a capacity of 16,700,000 gallons, with mains to Roseworthy and Gawler, is in course of construction, the average number of men employed being 127. **Sutherlands.**—20-ton weighbridge erected. **Miscellaneous.**—The construction of additional freezing chambers, slaughter yards and pens, &c., in connection with the Produce Store at Port Adelaide, is being carried out by the Resident Engineer, and also the repairs to Robinson Bridge.

SOUTHERN LINES—5ft. 3in. gauge.

45 miles 49 chains.—Wing wall constructed at Bremer Bridge. **Port Elliot.**—New platform constructed. **Port Victor.**—New platform constructed. **Murray Bridge.**—New post office erected.

HAMLEY, WAKEFIELD, WALLAROO, AND GLADSTONE LINES—3ft. 6in. gauge.

Stockyard Creek.—Reservoir increased to capacity of 2,600,000 gallons. **Blyth.**—Water column erected. **Port Wakefield.**—Additional room to Resident Engineer's house completed. **Kulpara.**—3in. main to overhead tank in hand. **Kadina.**—Re-erection of engine shed removed from Blyth in hand. **Bute.**—Passenger station in hand. **Anama.**—Siding in hand. **Brinkworth.**—Siding and approach completed. **Moonta Tramway.**—Extension of tramway through Moonta Mines township, and erection of car shed and stables in hand. **General.**—Altering cattle grids in hand.

PORT PIRIE, TEROWIE, QUORN, AND COCKBURN LINES—3ft. 6in. gauge.

Improvement of Grades and Curves.—Owing to the increase of traffic upon the Port Pirie and Cockburn line it was necessary to flatten the worst of the curves between Crystal Brook and Jamestown, and to improve the gradients between Petersburg and Paratoo, thus materially increasing the load which can be hauled by each engine between these points, and parliamentary authority was accordingly obtained under Act No. 661/96. The work was commenced between 186 and 192 miles on the Port Pirie line and 157 and 159½ miles on the Cockburn line, and is well in hand, the average number of men employed being 130. **Yongala Reservoir.**—A reservoir with a capacity of 75,000,000 gallons, with mains to Yongala and Petersburg, is in course of construction, the average number of men employed being 121. **Petersburg.**—Extension of engine shed in hand. **295 to 296 Miles.**—Additional flood openings in hand. **General.**—Additional rooms to maintenance cottages completed.

GREAT NORTHERN LINES—3ft. 6in. gauge.

General.—Additional rooms to maintenance cottages completed.

GREAT NORTHERN EXTENSION LINES—3ft. 6in. gauge.

Oodnadatta.—Re-erection of goods shed, burnt down, and erection of cattle yards in hand.

SOUTH-EASTERN LINES—3ft. 6in. gauge.

Mount Gambier.—Sheep yards paved with stone. **257 Miles 32 Chains.**—Bridge over Baker's Creek main drain completed.

PALMERSTON AND PINE CREEK LINE (N.T.)—3ft. 6in. gauge.

Brock's Creek.—Approach to platform completed.

MAINTENANCE AND RENEWALS.

PORT AND NORTH LINES.

Bowden.—Rebuilding passenger platform. **Alberton.**—Rebuilding passenger platform. **Port Adelaide.**—Repairs to Block 14 Company's siding, and laying in siding St. Vincent-street for Elder, Smith, & Co. **Port Line.**—Resleepering and reballasting. **Semaphore.**—Rebuilding passenger platform. **Morgan.**—Renewing boiler in connection with pumping plant. **General.**—Relaying with 80lb. rails, renewing ballast, culverts, and ditch girders.

SOUTHERN LINES.

Callington.—Renewing platform. **Port Victor.**—Renewing piles and walings in jetty. **Murray Bridge.**—Supporting Nos. 3 to 6 cylinders of bridge. **General.**—Reversing rails in curves, relaying with 61lb. rails, and reballasting.

HAMLEY

HAMLEY, WAKEFIELD, WALLAROO, AND GLADSTONE LINES.

Wallaroo.—Renewing piles and walings in jetty. 146½ Miles, Kadina and Snowtown Line. Rebuilding culvert. General.—Relaying with 50lb. steel rails, renewing sleepers, substituting deep for ordinary fishplates, and renewing fencing.

PORT PIRIE, TEROWIE, QUORN, AND COCKBURN LINES.

Port Pirie.—Laying siding, Ellen-street, for Intercolonial Wharf Company. Oodlawirra.—Cleaning out reservoir. Yunta.—Cleaning out reservoir. 295½ Miles.—Repairing banks of drains to reservoir. Carrieton.—Cleaning out reservoir. General.—Relaying portions of line with 50lb. steel rails, renewing sleepers and ballast.

GREAT NORTHERN LINES.

Summit.—Fixing baseplates on sleepers. Blackfellows' Creek.—Making creek diversion. General.—Relaying between 0 miles 46 chains and 1 mile 6 chains, and strengthening line with deep fishplates.

GREAT NORTHERN EXTENSION LINES.

William Creek.—Additional accommodation for Post and Telegraph Department.

SOUTH-EASTERN LINES.

Mount Gambier to Beachport.—Strengthening line with deep fishplates, and reballasting line.

PALMERSTON AND PINE CREEK LINE (N.T.)

Owing to the extensive damage done by the cyclone in January last the extraordinary repairs on this line have been very heavy, and almost equal the whole cost of ordinary maintenance. Cyclone repairs to works and buildings in Palmerston have cost £2,900 so far, and about two-thirds of the work is done. Very extensive washaways took place on District No. 2, and the repairs of these have cost to the end of the year £2,880, and are completed with the exception of straightening the bridge over the second McKinley river and renewing the foundations of the piers. In connection with the reconstruction of the Palmerston jetty very little progress has been made with the work, and nothing more can be done until the ironwork is received.

PROPOSED EXPENDITURE FOR ENSUING YEAR.**GENERAL.**

The principal repairs and renewals other than ordinary which have to be done are—

PORT AND NORTH LINES.

Relaying 2 miles of line with 80lb. rails, resleepering and reballasting down Port line, replacing spent ballast, renewing ditch girders, renewing floor of running and carriage sheds, Islington, cleaning out Hamley Bridge reservoir, and repairing Largs Bay jetty.

SOUTHERN LINES.

Resleepering line 1 mile 46 chains to 1 mile 53 chains, reversing rails in curves 7 miles 60 chains to 20 miles 30 chains, relaying with 61lb. rails, supporting columns of Murray Bridge, reballasting line 172 miles 10 chains to 174 miles 27 chains, 183 miles 18 chains to 184 miles 33 chains, and 191 miles 26 chains to 194 miles 74 chains.

HAMLEY, WAKEFIELD, MOONTA, AND GLADSTONE LINES.

Relaying on Hamley and Wakefield and Kadina and Wallaroo lines, renewing piles and walings Wallaroo jetty, renewing fencing 119½ to 121½ miles Snowtown line, and altering cattle grids.

PORT PIRIE, TEROWIE, QUORN, AND COCKBURN LINES.

Relaying between 177 miles 20 chains and 227 miles 20 chains, and cleaning out No. 2 reservoir at Cockburn.

GREAT NORTHERN LINES.

Strengthening line with deep fishplates 1 mile 6 chains to 1 mile 72 chains Division A, and 10 miles 73 chains to 15 miles 65 chains Division C, and relaying with 50lb. plant from 1 to 2 miles Division B.

RAILWAY SURVEYS.**NEW AND PROPOSED LINES.****EXAMINATIONS.**

Balhannah to Murray Flats Line.—An examination for an extension of railway from Balhannah to the Murray Flats, near Sedan, *via* Mount Pleasant, has been made.

PRELIMINARY SURVEYS.

Adelaide and Brighton Line.—A survey has been made for a railway from Goodwood West to Brighton, *via* Somerton, with an alternative line *via* Marion.

EXISTING LINES.**PORT AND NORTH LINES.**

Grange and Henley Beach Line.—An examination has been made with a view to diverting the Grange and Henley Beach line away from the drift sandhills between the Grange and Henley Beach. Adelaide and Port Line.—Levels have been taken for regrading the Adelaide and Port line. Water Supplies.—Surveys have been made and work set out for construction of a supply having a storage reservoir on Greenock Creek (sec. 551, hundred of Nuriootpa). Miscellaneous.—Surveys have been made of the Largs Bay station buildings and adjacent allotments, and of a portion of the land in connection with Gawler station yard. EXISTING

EXISTING LINES—continued.

HAMLEY, WAKEFIELD, MOONTA, AND SNOWTOWN LINES.

Water Supplies.—Surveys have been made to ascertain whether the Snowtown and Stockyard Creek supplies could be improved, and an examination of the Kulpara supply for a similar purpose. **Miscellaneous.**—Survey for defining boundaries of railway land between Port Wakefield and Seven-Mile siding has been made.

PORT PIRIE, TEROWIE, QUORN, AND COCKBURN LINES.

Improvement of Port Pirie and Cockburn Line.—A permanent survey in connection with reducing grades between Petersburg and Paratoo has been completed, and a permanent survey in connection with alterations to curves between Crystal Brook and Jamestown is in progress and nearly completed. **Water Supplies.**—A survey with a view to increasing the catchment area of the reservoir at Oodlawirra has been made; survey made and work set out for construction of reservoir near Yongala head station; also surveys in connection with improvements to the Hammond water supply, and an examination of the catchment area in connection with the proposed improvements to the Eureka reservoir.

COMPARATIVE STATEMENT FOR FOUR YEARS.

The following is a summary of the results of maintenance on each system of lines in comparison with those of the last three years :—

Name of System. and Gauge.	Year.	Miles of Single Line.	Miles of Sidings.	Ordinary and Current Repairs.		Extraordinary Repairs and Renewals.		Average Number of Men Employed per Mile, including Sidings.					
				Cost per Mile of Single Line, Sidings included.	Cost per Mile of Single Line, Sidings not included.	Cost per Mile of Single Line, Sidings included.	Cost per Mile of Single Line, Sidings not included.	Superinten- dence.	Artisans.	Gangers.	Packers.	Laborers.	Total.
5ft. 3in.		m. ch.	m. ch.	£ s. d.	£ s. d.	£ s. d.	£ s. d.						
Port and North ..	1894	247 78	68 10	92 5 4	117 15 6	54 7 6	69 6 3	·04	·09	·15	·36	·19	·83
	1895	247 77	68 17	90 14 11	115 14 2	31 2 1	39 13 3	·04	·09	·13	·36	·18	·80
	1896	247 77	68 16	82 14 10	105 10 1	34 0 11	43 8 4	·03	·04	·13	·37	·06	·63
	1897	247 77	68 17	99 0 8	128 5 6	41 19 6	53 10 5	·04	·06	·12	·32	·12	·66
Southern	1894	252 52	22 43	72 1 5	78 10 0	16 16 1	18 6 1	·03	·02	·15	·37	·01	·58
	1895	252 52	22 43	75 13 4	82 8 4	21 15 11	23 14 9	·03	·03	·15	·38	·01	·60
	1896	252 52	22 47	73 3 4	79 14 1	14 8 7	15 14 5	·03	·03	·15	·36	·01	·58
	1897	252 52	22 47	82 16 11	90 4 11	35 9 0	38 12 3	·03	·06	·16	·36	·02	·63
3ft. 6in.													
Hamley, Wake- field, Wallaroo, and Gladstone	1894	148 71	18 41	52 10 1	59 0 8	11 13 10	13 2 10	·02	·01	·12	·25	·03	·43
	1895	148 71	18 41	51 19 9	58 9 1	6 0 10	6 15 10	·02	·01	·12	·21	·04	·40
	1896	205 75	20 46	49 12 9	54 9 8	8 16 11	9 14 3	·02	·01	·12	·20	·04	·39
	1897	201 73	19 56	53 10 10	58 15 4	17 6 0	18 19 9	·03	—	·12	·23	·03	·41
Port Pirie, Terowie, Quorn, and Cockburn	1894	259 7	23 61	62 0 8	69 5 6	10 5 3	11 4 1	·03	·01	·14	·24	·02	·42
	1895	259 7	23 61	67 2 8	73 5 9	10 5 9	11 4 8	·03	·02	·14	·25	·04	·48
	1896	322 39	28 10	63 3 3	68 13 5	19 14 9	21 9 3	·03	·01	·14	·23	·03	·44
	1897	322 39	27 48	64 2 5	69 12 2	12 17 6	13 19 6	·03	·03	·14	·22	·05	·46
Great Northern ..	1894	293 59	27 30	57 1 2	62 7 2	6 16 7	7 9 2	·02	·02	·13	·26	—	·43
	1895	293 59	27 40	59 2 2	64 12 10	3 10 3	3 16 11	·02	·02	·13	·26	—	·43
	1896	233 42	23 21	52 9 9	59 5 8	7 2 0	8 0 6	·02	·02	·11	·24	—	·39
	1897	233 42	23 21	58 8 0	63 18 10	11 0 0	12 1 11	·02	·03	·11	·23	—	·39
Great Northern Extension ..	1894	244 36	9 46	20 7 7	21 3 5	0 18 10	0 19 6	·02	—	·01	·10	—	·13
	1895	244 36	9 46	19 16 10	20 12 5	4 7 11	4 11 5	·02	—	·01	·11	—	·14
	1896	244 36	9 46	19 15 4	20 10 8	0 11 4	0 11 9	·02	·01	—	·09	—	·13
	1897	244 36	9 46	21 10 0	22 6 10	0 16 7	0 17 3	·02	·02	·01	·07	·02	·14
South-Eastern ..	1894	215 47	13 68	47 17 2	50 18 8	0 10 7	0 11 3	·03	—	·13	·21	—	·37
	1895	215 47	13 68	45 13 1	48 11 9	0 3 7	0 3 10	·03	—	·13	·19	—	·35
	1896	215 56	13 59	43 8 11	46 4 9	0 3 7	0 3 9	·02	—	·12	·18	—	·32
	1897	215 47	13 68	45 2 9	48 0 9	4 6 9	4 12 4	·02	·01	·10	·17	·01	·31
Palmerston and Pine Creek ..	1894	146 8	7 52	35 8 6	37 5 7	1 13 6	1 15 3	·02	·01	·08	·23	·03	·37
	1895	146 8	7 52	40 8 2	42 10 6	0 1 3	0 1 3	·02	·02	·08	·18	·03	·33
	1896	146 8	7 52	36 5 7	38 3 7	33 11 9	35 6 11	·01	·01	·08	·17	·01	·28
	1897	146 8	7 52	45 7 4	47 14 10	40 14 10	42 17 6	·01	·02	·07	·20	·01	·31

THE COST OF MAINTENANCE.

The total cost of maintenance per mile on single line and sidings on the Port and North Lines has increased from £116 15s. 9d. to £141 0s. 2d.; on the Southern Lines, from £87 11s. 11d. to £118 5s. 11d.; on the Hamley, Wakefield, Moonta, and Gladstone Lines, from £58 9s. 8d. to £70 16s. 10d.; on the Port Pirie, Terowie, Quorn, and Cockburn Lines it has decreased from £82 18s. to £76 19s. 11d.; on the Great Northern Lines the increase has been from £59 11s. 9d. to £69 3s.; on the Great Northern Extension Line, from £20 6s. 8d. to £22 6s. 7d.; on the South-Eastern Lines, from £43 12s. 6d. to £49 9s. 6d.; and on the Palmerston and Pine Creek Line from £69 17s. 4d. to £86 2s. 2d., owing to the rebuilding of the Palmerston jetty and the damage caused by the cyclone. The total cost of maintenance for the year, including the Palmerston and Pine Creek line, but excluding the horse-power lines, has been £167,814. Details of the foregoing works of construction, extraordinary repairs and renewals, and ordinary and current repairs, are given in Appendices A, B, C.

WAY AND WORKS SHOPS, GLANVILLE.

The average number of men employed during the year was 137·66, and the value of work executed has been as follows:—

	No.	T.	c.	qr.	lb.	£	s.	d.	£	s.	d.
Superintendence and Office Expenses.....	—	—	—	—	—	976	17	1			
Shop Charges.....	—	—	—	—	—	2,067	16	10			
									3,044	13	11
Manufacturing Account:											
2" C.I. Pipes	20,271	..	508	13	3	27	}	7,343	5	10	
3" "	12,523	..	696	3	2	7	}				
5" "	80	..	8	1	1	20	..	54	13	8	
6" "	2,056	..	265	17	2	20	..	1,519	12	7	
8" "	5,508	..	1,082	17	2	23	..	6,933	1	8	
12" "	7	..	2	3	3	0	..	19	15	8	
General Castings.....	—	..	309	18	3	3	..	2,697	17	4	
Public Supply Department								6,996	14	7	
									25,565	1	4
Repairs Account—Various Departments.....									7,705	3	5
Total									£36,314	18	8

ALEX. B. MONCRIEFF, M.I.C.E., Engineer-in-Chief.

The Railways Commissioner, Adelaide.

LIST OF TABLES AND DIAGRAMS.

TABLES.

	PAGE.
1. CONTRACTS LET DURING THE YEAR	59
2. RAILWAY SURVEYS—NEW AND PROPOSED LINES	59
3. PRELIMINARY SURVEYS—FOR VARIOUS WORKS	59
MIDLAND SYSTEM—PORT AND NORTH LINES	60
SOUTHERN SYSTEM—SOUTHERN LINES	66
WESTERN SYSTEM—PORT WAKEFIELD LINES.....	72
NORTHERN SYSTEM—PORT PIRIE, TEROWIE, ORROROO, AND COCKBURN LINES	78
NORTHERN SYSTEM—GREAT NORTHERN LINES.....	84
NORTHERN SYSTEM—GREAT NORTHERN EXTENSION LINE.....	88
SOUTH-EASTERN SYSTEM—SOUTH-EASTERN LINES.....	92
PALMERSTON LINE.....	96

MAPS AND DIAGRAMS.

MAP SHOWING LINES OF RAILWAYS.

DIAGRAMS SHOWING COMPARATIVE COST OF MAINTENANCE AND RENEWAL FOR YEAR.

DIAGRAMS SHOWING COMPARATIVE COST OF ORDINARY AND EXTRAORDINARY MAINTENANCE AND RENEWAL
FOR FOUR YEARS.

ENGINEER

ENGINEER-IN-CHIEF'S DEPARTMENT.

No. 1.—RETURN of RAILWAY CONTRACTS let during the YEAR ending JUNE 30th, 1897.

Line.	Items.	Contractor.	Amount.		
			£	s.	d.
Port Pirie and Cockburn....	Petersburg—Extension of running shed	John Tait	2,299	16	0
Western	Bute—Passenger station.....	C. H. Coltman	456	10	0

Adelaide, June 30th, 1897.

ALEX. B. MONCRIEFF, Engineer-in-Chief.

No. 2.—Cost of RAILWAY SURVEYS for New and Proposed Lines for Year ending June 30th, 1897.

Items.	Debit Order.	Amount.		
	No.	£	s.	d.
Balhannah to Mount Pleasant—Examination of proposed route	9362	32	1	0
Brighton Railway—Preliminary survey	9739	64	8	6
Miscellaneous examinations.....	5948	148	17	11
Grand total	—	£245	7	5

Adelaide, June 30th, 1897.

ALEX. B. MONCRIEFF, Engineer-in-Chief.

No. 3.—Cost of PRELIMINARY SURVEYS, &c., for Various Works for Year ending June 30th, 1897.

Items.	Debit Order.	Amount.		
	No.	£	s.	d.
New Railway Station, Adelaide—Sketches in connection with.....	7250	34	7	3
Preparation of standard specification for steel rails	8629	10	8	4
Grand total	—	£44	15	7

Adelaide, June 30th, 1897.

ALEX. B. MONCRIEFF, Engineer-in-Chief.

ENGINEER-IN-CHIEF'S DEPARTMENT.

MIDLAND SYSTEM.

PORT AND NORTH LINES.

A—RETURN OF AMOUNTS EXPENDED ON WORKS OF CONSTRUCTION FOR YEAR ENDING JUNE 30TH, 1897.

Gauge, 5ft. 3in.

Station or Mileage.	Description of Works.	D.O.	Total Cost.	State if Completed.
		No.	£ s. d.	
CAPITAL ACCOUNT.				
District No. 1.				
Adelaide	Removing fence, northern boundary	pt. 9121	12 8 8	Completed
	Temporary water supply at loco. shed	9261	**—	Completed
	Gangway at sheep yard	pt. 9292	3 6 0	Completed
	Fence and slip panel at cattle yard	pt. 9304	0 8 9	Completed
	Removing sidings in connection with old carriage workshops..	9420	**—	Completed
	Ticket windows east end of station	9705	36 13 6	Completed
	Survey and plans of proposed new station	9827	34 5 2	Not completed
	Removing loco. workshop to Glanville	9986	**—	Completed
	Extending siding at loco. shed	C. 4203	¶ 2 7 6	Completed
	Shifting lamps, Morphett-street bridge	C. 4213	¶ 2 4 5	Completed
	" Metters " oven, station inspector's residence	C. 4331	¶ 4 8 9	Completed
	Water service, Morphett-street bridge	C. 4415	¶ 4 5 7	Completed
	Strengthening Torrens bridge to carry " S " engines	pt. 8969	1,023 2 6	Completed
Bowden	Altering position of two lamps	C. 4275	¶ 1 1 11	Completed
Kilkenny	Altering fence and gateway	pt. C. 4191	¶ 3 4 11	Completed
	Additional lamps	C. 4265	¶ 1 13 11	Completed
Woodville	Additions to catch points	9759	9 18 3	Completed
Woodville to Henley..	Additional ballast	pt. 8483	3 15 3	Completed
	Handrails to platforms, &c.	pt. 9305	0 11 11	Completed
	Survey for proposed deviation of line	9740	8 17 11	Not completed
	Electric gong at Port-road crossing	9850	11 7 2	Not completed
Cheltenham	Passenger station and platforms	pt. 9003	158 18 0	Completed
Port Adelaide	Extending passenger platforms	pt. 9159	0 1 6	Completed
	Stores depôt—			
	Shed for storing timber	pt. 9227	83 17 11	Not completed
	Cement floor in ladies' waiting room	C. 4421	¶ 1 19 11	Not completed
Glanville	Re-arrangement of sidings	9807	11 12 9	Not completed
	Rebuilding portion of platform	C. 4429	¶ 29 1 7	Not completed
Semaphore	Tarpaving footpath, &c.	9858	24 2 1	Completed
Large Bay	Jetty, new landing, south side	9866	0 12 0	Not completed
	Survey of station yard	9952	4 0 11	Not completed
Islington	Locomotive Workshops—Timber shed, altering down pipes, &c.	9368	**—	Completed
	Additional window, Loco. Foreman's residence	C. 4390	¶ 5 12 1	Completed
	Locomotive Workshops—Fire engine house and stable	9401	91 9 1	Completed
Dry Creek	Water service to two maintenance cottages	10021	13 0 8	Not completed
Salisbury	Three horse posts	C. 4357	¶ 0 4 10	Completed
	Removing old pump house	C. 4443	¶ 7 17 1	Not completed
CREDITS.			1,596 12 6	
D.O. Nos. 9368, £18 0s. 4d.; 9261, £329 6s.; 9420, £53 1s. 6d.; 9986, £50			450 7 10	
Total (including improvements, £64 2s. 6d.)			1,146 4 8	

District No. 2.				
Gawler	Sewer pipe from cesspit	C. 4373	¶ 35 12 0	Not completed
Gawler and Roseworthy	Survey for water supply	9644	164 4 0	Not completed
Roseworthy	Examination for water supply	9421	11 6 10	Completed
		9549	15 3 9	Not completed
Hamley Bridge	Reservoir	pt. 8468	14 9 8	Completed
	Gong at Chambers' Crossing	9494	33 9 2	Completed
Tarlee	Turnstile	C. 4358	¶ 0 13 0	Completed
Riverton	Lighting W.C.s, ladies' waiting-room	C. 4255	¶ 0 10 7	Completed
	Alterations at stationmaster's residence	C. 4354	¶ 16 13 5	Completed
Saddleworth	Lengthening footbridge over creek	C. 4233	¶ 7 15 8	Completed
Greenock Creek	Reservoir—Preparing plans, &c.	9665	34 3 8	Not completed
	Land and compensation	9666	598 1 3	Not completed
	Fencing	9667	63 8 2	Not completed
	Weir and inlet works	9668	805 19 2	Not completed
	Reservoir and outlet works	9669	2,506 7 0	Not completed
	Mains to Roseworthy and Gawler	9670	136 4 1	Not completed
	Engineering and supervision	9691	85 8 4	Not completed
Total (including improvements, £61 4s. 8d.)			4,527 9 9	

¶ Improvements.

** Credit.

PORT

PORT AND NORTH LINES—continued.

A—RETURN OF AMOUNTS EXPENDED ON WORKS or CONSTRUCTION, &c.—continued.

Station or Mileage.	Description of Works.	D.O.	Total Cost.	State if Completed.
		No.	£ s. d.	
CAPITAL ACCOUNT—continued.				
<i>District No. 3.</i>				
Manoora	Survey for water supply	pt. 7704	3 17 9	Completed
	Reservoir—			
	Constructing	8756	**—	Completed
	Laying 6in. main	8760	**—	Completed
	Metalling intake channel	9409	79 15 3	Completed
	Gravelling Lindsay's footbridge	9410	2 13 0	Completed
Farrell's Flat	Survey for water supply	pt. 7705	3 10 1	Completed
	Improving water supply	8783	**—	Completed
	Reservoir—Shed for pumping engine	pt. 9265	2 4 6	Completed
Hanson	Altering kerbing of platform	C. 4220	† 3 18 0	Completed
Burra	Altering parcels counter	C. 4259	† 1 9 3	Completed
Terowie	Removing loco. closet	C. 4427	† 1 2 6	Completed
	Additional accommodation, porters' room	9500	10 2 7	Completed
	Reservoir—Constructing	8263	**—	Completed
	Swinging hurdles	9838	43 11 6	Completed
Whole district	Strengthening bridges	pt. 8640	7 3 6	Completed
CREDITS.			169 7 11	
D.O. Nos. 8263, 11s. 11d.; 8756, £50 0s. 9d.; 8760, 1d.; 8783, £12 11s. 11d.			63 4 8	
Total (including improvements, £6 9s. 9d.)			96 3 3	
<i>District No. 4.</i>				
Kapunda	Electric bell at crossing	9426	83 2 7	Completed
	Taking up and removing 4in. pipes to store	9555	**—	Completed
	Sale of telegraph wire	8010	**—	Completed
Kapunda to Mt. Mary	Doorway between cottages Nos. 107 and 108	C. 4316	† 3 8 8	Completed
72 miles 57 chains ..	Twenty-ton weighbridge	9375	211 8 9	Completed
Sutherland	Passenger platform	pt. 8893	1 13 0	Completed
Mount Mary	Extending water main	pt. 9210	6 7 1	Completed
Morgan				
CREDITS.			306 0 1	
D.O. Nos. 8910, £150; 9555, £24 7s. 5d.			174 7 5	
Total (including improvements, £3 8s. 8d.)			131 12 8	
Aggregate total (including improvements, £135 5s. 7d.), £5,901 0s. 4d.				
MISCELLANEOUS.				
Port Adelaide	Produce Dépôt—			
	Chambers	pt. 8608	4 3 4	Completed
		pt. 8886	89 7 1	Completed
		pt. 9056	1 2 5	Completed
		pt. 9057	75 9 7	Completed
	Solution walls	pt. 8923	0 4 0	Completed
		pt. 9069	9 9 6	Completed
	Machinery	pt. 9162	18 13 0	Completed
		9872	2,802 10 9	Not completed
	Water troughs	9634	6 14 2	Completed
	Altering floors, old chambers	10036	38 9 8	Not completed
Robinson Bridge	Maintenance	pt. 6458	6 19 8	Not completed
	Repairs to handrailing	9411	14 1 4	Completed
	Renewing piles, &c.	9709	2,129 0 4	Not completed
Tucker Bridge	Repairs to	9856	25 16 1	Completed
Glanville Fort	Maintenance and general repairs	pt. 9259	53 16 11	Not completed
	Store and stable	9433	97 5 6	Completed
Largs Fort	Maintenance and general repairs	pt. 9260	42 5 11	Not completed
	Total	—	5,415 9 3	

** Credit.

† Improvements.

Adelaide, June 30th, 1897.

ALEX. B. MONCRIEFF, Engineer-in-Chief

ENGINEER-IN-CHIEF'S DEPARTMENT.
PORT AND NORTH LINES—continued.

B—DESCRIPTION OF EXTRAORDINARY WORKS OF REPAIRS AND RENEWALS FOR YEAR
ENDING JUNE 30TH, 1897.
Gauge, 5ft. 3in.

Station or Mileage:	Description of Work.	D.O.	Amount.	State if Completed.
		No.	£ s. d.	
MAINTENANCE AND RENEWAL ACCOUNT.				
District No. 1.				
Adelaide	Refrigerator—Repairing	pt. C. 3862	1 8 6	Completed
	Working expenses	pt. C. 3863	* 0 1 2	Completed
	Laying gas to H. Graves & Co.'s office	C. 4251	* 0 15 4	Completed
	†Repairing switches	C. 4261	3 17 9	Completed
	†Repairing gate at sheep market	C. 4329	6 14 0	Completed
	†Repairing goods shed door	C. 4403	5 17 0	Completed
	Illuminating station buildings, Queen's Jubilee	C. 4461	* 46 10 10	Completed
Torrens Bridge.....	Supports under cross girders	C. 4402	38 7 0	Not completed
Bowden	Repairing sidings South Australian Gas Company	pt. C. 3885	* 2 16 11	Not completed
	Rebuilding passenger platform	{ C. 4150	** —	Completed
		{ C. 4419	289 4 5	Not completed
Grange Line	Occupation crossing at 7 miles, S. R. Wakefield	C. 4258	* 8 0 0	Completed
Alberton	Rebuilding passenger platform	C. 4420	324 18 11	Not completed
Port Adelaide	Repairs siding Broken Hill Block 14 Company	pt. C. 3886	* 208 19 11	Not completed
	Altering Howard Smith & Son's siding, North-parade wharf..	pt. C. 3952	* 1 7 3	Completed
	Repairing E. & A. Copper Co.'s siding	pt. C. 3984	* 1 19 1	Not completed
	Repairing Port Adelaide Canal Co.'s siding	pt. C. 3986	* 2 8 3	Not completed
	Working refrigerator O.S. wharf	pt. C. 4088	* 135 5 6	Not completed
	Connection with switches O.S. wharf Block 14 Company	pt. C. 4121	* 2 18 10	Completed
	Repairing Adelaide Steamship Company's sidings	pt. C. 4201	* 23 18 8	Not completed
	Siding in St. Vincent-street, Elder, Smith, & Co.	pt. C. 4212	* 630 1 5	Completed
Port Line	Base plates on sleepers	pt. C. 4196	1 12 7	Completed
	Reasleeping and reballasting	C. 4363	4,470 14 1	Not completed
Jervois Bridge	†Repairing handrail barque <i>Bertha</i>	C. 4211	* 13 2 6	Completed
	†Repairing stanchion barque <i>Fortuna</i>	C. 4352	* 4 11 0	Completed
Glanville	†Repairing interlocking gear, &c.	pt. C. 4216	** 0 4 4	Completed
Samaphore	Rebuilding passenger platform	C. 4346	249 8 2	Completed
Islington	Renewing floors running shed	C. 4356	39 17 8	Completed
11m. 6c. to 12m. 6c.	Relaying line with 80lb. rails	C. 4274	1,609 1 8	Completed
Smithfield	§Repairing maintenance cottages	C. 4453	79 4 7	Completed
Whole district	Renewing ballast	{ pt. C. 4107	345 18 7	Completed
		{ pt. C. 4205	129 3 1	Completed
	Renewing ditch girders	pt. C. 4091	141 18 10	Completed
	Draughtsmen's salaries in head office	pt. C. 4034	1 17 6	Completed
	†Accidents costing less than £3 each	pt. C. 4042	34 12 6	Completed
	†Accidents under £5, chargeable to outsiders	pt. C. 4050	* 1 10 3	Completed
	Testing long period cement.....	pt. C. 4171	* 27 13 10	Completed
			8,886 1 11	
CREDITS.				
	D.O., Nos. C. 3863, 1s. 2d.; C. 4251, 15s. 4d.; C. 4461, £46			
	10s. 10d.; C. 3885, £2 16s. 11d.; C. 4258, £8; C. 3886,			
	£208 19s. 11d.; C. 3952, £1 7s. 3d.; C. 3984, £1			
	19s. 1d.; C. 3986, £2 8s. 3d.; C. 4088, £135 5s. 6d.;			
	C. 4121, £2 18s. 10d.; C. 4201, £23 18s. 8d.; C. 4212,			
	£630 1s. 5d.; C. 4211, £13 2s. 6d.; C. 4352, £4 11s.;			
	C. 4050, £1 10s. 3d.; C. 4171, £27 13s. 10d.; C. 4150,			
	12s. 5d.; C. 4216, £2 3s. 1d.; C. 4133, £1 2s. 6d.	—	1,115 18 9	
	Total	—	7,770 3 2	
District No. 2.				
Gawler	Repairing G. Hilfer & Co.'s sidings	pt. C. 3976	* 2 1 5	Not completed
	Repairing J. Martin & Co.'s sidings	pt. C. 3977	* 1 1 0	Not completed
	Resurvey of boundaries of station yard	C. 4365	* 10 4 8	Not completed
Roseworthy	§Repairing roof of goods shed	pt. C. 4177	** 0 7 0	Completed
	Supporting retaining wall	pt. C. 4165	0 8 9	Completed
Wasleys	Altering goods shed platform	C. 4438	8 4 7	Not completed
		pt. C. 4106	9 3 7	Completed
42m. 13c. to 43m. 23c.	Relaying line with 80lb. rails	pt. C. 4204	* 1,108 9 3	Completed
		pt. C. 4162	282 16 1	Completed
Hamley Bridge.....	†Repairing door of running shed	C. 4372	12 2 0	Completed
Riverton	Siding to H. H. Davis's mill	pt. C. 4115	* 1 15 1	Completed
Whole district	Renewing ditch girders	pt. C. 4091	141 19 2	Completed
	†Accidents costing less than £3 each	pt. C. 4042	7 7 8	Completed
	†Accidents under £5 chargeable to outsiders	pt. C. 4050	* 4 18 8	Completed
	Draughtsmen's salaries in head office	pt. C. 4034	1 17 5	Completed
	Renewing ballast	C. 4282	1,397 14 9	Completed
			2,990 11 1	
CREDITS.				
	D.O., Nos. C. 3976, £2 1s. 5d.; C. 3977, £1 1s.; C. 4365,			
	£10 4s. 8d.; C. 4177, £7 6s. 4d.; C. 4204, £1,142			
	13s. 7d.; C. 4115, £1 15s. 1d.; C. 4050, £4 18s. 8d.	—	1,170 0 9	
	Total	—	1,820 10 4	

PORT AND NORTH LINES—*continued.*B—DESCRIPTION OF EXTRAORDINARY WORKS &c.—*continued.*

Station or Mileage.	Description of Works.	D.O.	Amount.	State if Completed.
		No.	£ s. d.	
MAINTENANCE AND RENEWAL ACCOUNT—<i>continued.</i>				
<i>District No. 3.</i>				
Manoora	Laying water service, C. W. Gray	C. 4278	* 8 12 7	Completed
Farrell's Flat	Altering goods shed platform	C. 4344	4 6 1	Completed
102 miles 32 chains..	‡Repairing culvert	C. 4371	82 7 9	Completed
104 miles 60 chains..	Rebuilding culvert	C. 4284	78 17 8	Completed
Hallett	Relaying yard with 61lb. rails	C. 4414	772 1 9	Not completed
Terowie	†Repairing door of broad-gauge goods shed	pt. C. 4184	0 3 3	Completed
	Rebuilding transfer passenger platform	C. 4418	85 14 3	Not completed
Whole district	Renewing ditch girders	pt. C. 4091	141 19 2	Completed
	Renewing ballast	{ pt. C. 4107	12 17 6	Completed
		{ pt. C. 4206	1,638 1 8	Completed
		{ C. 4283	37 15 11	Completed
	†Accidents costing less than £3 each	pt. C. 4042	6 13 8	Completed
	†Accidents under £5 chargeable to outsiders	pt. C. 4050	* 0 19 3	Completed
	Draughtsmen's salaries in head office	pt. C. 4034	1 17 5	Completed
	‡Repairing flood damage	C. 4399	61 1 7	Completed
	Total	—	2,933 9 6	
CREDITS.				
	D.O. Nos. C. 4278, £8 12s. 7d.; C. 4050, 19s. 3d.	—	9 11 10	
	Total	—	2,923 17 8	
<i>District No. 4.</i>				
71 miles 51 chains ..	Rebuilding double culvert	C. 4285	215 3 8	Completed
Morgan	Maintenance pumping plant, township supply	pt. C. 4086	42 0 2	Not completed
	Renewing boiler	pt. C. 4092	350 5 8	Completed
	†Repairing goods shed door	C. 4227	4 11 2	Completed
Whole district	Renewing ditch girders	pt. C. 4091	141 19 2	Completed
	Draughtsmen's salaries in head office	pt. C. 4034	1 17 5	Completed
	†Accidents costing less than £3 each	pt. C. 4042	0 17 0	Completed
	Total	—	756 14 2	
	Aggregate total, £13,271 5s. 5d.			

* Reimbursements.

† Damaged by accident.

‡ Damaged by fire.

‡ Damaged by floods.

Adelaide, June 30th, 1897.

ALEX. B. MONCRIEFF, Engineer-in-Chief.

C—RETURN OF COST OF WORKS OF MAINTENANCE

MAINTENANCE AND

Gauge.

ORDINARY AND CURRENT REPAIRS.									
Mileage.	Sub-head.	Contract.	Labor.	Stores and Material.	Repairs to Tools, &c.	Traffic Charges.	Loco. Charges.	TOTAL.	Average Cost per Mile of Single Line, including Sidings.
		\$ s. d.	\$ s. d.	\$ s. d.	\$ s. d.	\$ s. d.	\$ s. d.	\$ s. d.	\$ s. d.
District 1.	General expenses—								
Main line—	Engineering and supervision	—	767 5 7	42 12 0	—	—	—	809 17 7	8 5 1 1/2
Double..... 10m. 17c.	Sick leave.....	—	11 17 7	—	—	—	—	11 17 7	0 2 5
Single..... 35m. 16c.	Recreation leave.....	—	256 1 5	—	—	—	—	256 1 5	2 12 6
	Way.....	—	4,314 8 6	1,425 4 2	86 7 5	—	—	5,826 0 1	59 13 10
	Works.....	—	1,042 14 1	263 8 10	—	—	—	1,306 2 11	13 7 8
	Buildings.....	—	3,500 7 1	946 1 6	—	—	—	4,446 8 7	45 11 2
Sidings..... 45m. 33c.	Rolling-stock.....	—	28 19 1	36 13 2	—	—	—	65 12 3	0 13 5
Double switches, No. 17	Machinery, tools, &c.....	—	918 4 11	303 6 1	—	—	—	1,231 11 0	12 10 4
Single do. No. 503	Water, fuel, &c.....	—	107 15 6	76 16 9	—	—	—	184 12 3	1 17 10
	Gross total.....	—	10,947 13 9	3,094 2 6	86 7 5	—	—	14,128 3 8	144 15 1
	Reimbursements.....	—	6 19 11	325 18 7	1 13 1	—	—	334 11 7	3 8 6
	Net total.....	—	10,940 13 10	2,768 3 11	84 14 4	—	—	13,793 12 1	141 6 7
District 2.	General expenses—								
Main line—	Engineering and supervision	—	633 8 6	35 4 0	—	—	—	668 12 6	9 6 0
Broad gauge 60m. 78c.	Sick leave.....	—	12 9 3	—	—	—	—	12 9 3	0 3 6
Narrow " 0m. 26c.	Recreation leave.....	—	224 3 5	—	—	—	—	224 3 5	3 2 4
	Way.....	—	3,375 11 6	614 13 6	24 13 4	—	—	3,917 18 4	54 9 8
	Works.....	—	612 9 10	127 7 4	—	—	—	739 17 2	10 8 8
	Buildings.....	—	480 0 2	182 17 2	—	—	—	612 17 4	8 10 5
Sidings..... 61m. 24c.	Rolling-stock.....	—	29 3 2	21 11 0	—	—	—	50 14 2	0 14 2
Double switches, No. 20	Machinery, tools, &c.....	—	338 14 10	48 8 1	—	—	—	383 2 11	5 6 3
Single do. No. 129	Water, fuel, &c.....	—	89 5 5	30 12 3	—	—	—	69 17 8	0 19 5
	Gross total.....	—	5,598 6 1	1,055 13 4	24 13 4	—	—	6,678 12 9	92 17 5
	Reimbursements.....	—	4 3 7	87 2 11	2 15 9	—	—	94 2 3	1 6 3
	Net total.....	—	5,594 2 6	968 10 5	21 17 7	—	—	6,584 10 6	91 11 3
District 3.	General expenses—								
Main line—	Engineering and supervision	—	678 0 6	37 13 8	—	—	—	715 14 2	9 5 8
Broad gauge 65m. 65c.	Sick leave.....	—	3 7 0	—	—	—	—	3 7 0	0 0 10
Narrow " 0m. 36c.	Recreation leave.....	—	232 15 0	—	—	—	—	232 15 0	3 0 5
	Way.....	—	3,065 16 9	588 9 3	21 14 0	—	—	3,676 0 0	47 13 5
	Works.....	—	1,046 9 11	165 18 6	—	—	—	1,212 8 5	15 14 7
	Buildings.....	—	171 2 7	91 15 0	—	—	—	263 17 7	3 8 2
Sidings..... 66m. 21c.	Rolling-stock.....	—	20 2 0	33 17 10	—	—	—	53 19 10	0 14 0
Double switches, No. 13	Machinery, tools, &c.....	—	205 19 1	41 18 10	—	—	—	247 17 11	3 4 4
Single do. No. 112	Water, fuel, &c.....	—	30 15 11	1 19 4	—	—	—	32 15 3	0 8 6
	Gross total.....	—	5,454 8 9	961 12 5	21 14 0	—	—	6,437 15 2	83 10 3
	Reimbursements.....	—	5 10 4	59 0 7	14 15 3	—	—	79 6 2	1 0 7
	Net total.....	—	5,448 18 5	902 11 10	6 18 9	—	—	6,358 9 0	82 9 8
District 4.	General expenses—								
Main line—	Engineering and supervision	—	606 13 2	33 14 3	—	—	—	640 7 5	9 4 1
Sidings..... 64m. 62c.	Sick leave.....	—	0 7 10	—	—	—	—	0 7 10	0 0 1
Double switches, No. 4	Recreation leave.....	—	139 10 11	—	—	—	—	139 10 11	3 0 2
Single do. No. 53	Way.....	—	2,372 15 7	453 5 3	10 1 11	—	—	2,836 2 9	40 15 3
	Works.....	—	428 15 10	150 0 3	—	—	—	578 16 1	8 6 5
	Buildings.....	—	78 1 0	43 6 11	—	—	—	121 7 11	1 14 10
	Rolling-stock.....	—	20 17 0	63 11 7	—	—	—	84 8 7	1 4 3
	Machinery, tools, &c.....	—	119 18 0	42 4 9	—	—	—	162 2 9	2 6 7
	Water, fuel, &c.....	—	36 19 2	9 16 6	—	—	—	46 15 8	0 13 6
	Gross total.....	—	3,083 18 6	795 19 6	10 1 11	—	—	4,609 19 11	66 5 2
	Reimbursements.....	—	4 15 11	15 16 3	13 19 4	—	—	34 11 6	0 9 11
	Net total.....	—	3,799 2 7	780 3 3	*3 17 5	—	—	4,575 8 5	65 13 3
SUM									
Main line—	General expenses—								
Broad gauge 126m. 61c.	Engineering and supervision	—	2,685 7 9	149 3 11	—	—	—	2,834 11 8	8 19 4
Narrow " 0m. 62c.	Sick leave.....	—	28 1 8	—	—	—	—	28 1 8	0 1 10
Double line... 10m. 17c.	Recreation leave.....	—	852 10 9	—	—	—	—	852 10 9	2 13 11
	Way.....	—	13,031 12 4	3,081 12 2	142 16 8	—	—	16,256 1 2	51 8 3
	Works.....	—	3,130 9 8	706 14 11	—	—	—	3,837 4 7	12 2 9
	Buildings.....	—	4,179 10 10	1,364 0 7	—	—	—	5,448 11 5	17 4 4
Sidings..... 68m. 17c.	Rolling-stock.....	—	99 1 3	155 13 7	—	—	—	254 14 10	0 16 1
Double switches, No. 54	Machinery, tools, &c.....	—	1,582 16 10	430 17 9	—	—	—	2,013 14 7	6 7 4
Single do. No. 797	Water, fuel, &c.....	—	214 16 0	119 4 10	—	—	—	334 0 10	1 1 2
	Gross total.....	—	25,804 7 1	5,907 7 9	142 16 8	—	—	31,854 11 6	100 15 0
	Reimbursements.....	—	21 9 9	487 18 4	33 3 5	—	—	542 11 6	1 14 4
	Net total.....	—	25,782 17 4	5,419 9 5	109 13 3	—	—	31,312 0 0	99 0 8

Adelaide, June 30th, 1897.

DEPARTMENT.

ENGINEER-IN-CHIEF'S DEPARTMENT.

65

LINES—continued.

AND RENEWAL FOR YEAR ENDING JUNE 30TH, 1897.

RENEWAL ACCOUNT.

5ft. 3in.

EXTRAORDINARY REPAIRS AND RENEWALS.								TOTALS.		
Contract.	Labor.	Stores and Materials.	Repairs to Tools, &c.	Traffic Charges.	Loco. Charges.	TOTAL.	Average Cost per Mile of Single Line, including Sidings.	AGGREGATE TOTAL.	Average Cost per Mile of Single Line, including Sidings.	Average Cost per Mile of Railway.
\$ s. d.	\$ s. d.	\$ s. d.	\$ s. d.	\$ s. d.	\$ s. d.	\$ s. d.	\$ s. d.	\$ s. d.	\$ s. d.	\$ s. d.
—	1 17 6	—	—	—	—	1 17 6	0 0 5	811 15 1	8 6 4	17 17 6
—	—	—	—	—	—	—	—	11 17 7	0 2 5	0 5 3
—	1,592 2 4	5,559 16 3	33 5 1	—	—	7,185 3 8	73 12 4	256 1 5	2 12 6	5 12 9
—	208 1 7	63 16 11	—	—	—	271 18 6	2 15 9	13,011 3 9	133 6 2	266 10 3
—	596 6 2	440 13 5	—	—	—	1,006 19 7	10 6 4	1,578 1 5	16 3 5	34 15 0
—	—	—	—	—	—	—	—	5,453 8 2	55 17 6	120 1 9
—	2 8 9	0 8 4	—	—	—	2 17 1	0 0 7	65 12 3	0 12 5	1 8 11
—	—	—	—	—	—	—	—	1,224 8 1	12 10 11	26 19 3
—	—	—	—	—	—	—	—	184 12 3	1 17 10	4 1 3
—	2,400 16 4	6,034 14 11	33 5 1	—	—	8,468 16 4	86 15 5	22,597 0 0	231 10 6	497 11 11
—	13 9 6	662 0 3	23 3 5	—	—	698 13 2	7 3 2	1,033 4 9	10 11 8	22 15 1
—	2,387 6 10	5,372 14 8	10 1 8	—	—	7,770 3 2	79 12 3	21,568 15 3	220 18 10	474 16 10
—	1 17 5	—	—	—	—	1 17 5	0 0 6	670 9 11	9 6 6	10 18 9
—	—	—	—	—	—	—	—	12 9 3	0 3 6	0 4 1
—	458 3 0	2,349 2 10	5 10	—	—	2,722 1 8	37 17 0	214 3 5	3 2 4	3 13 2
—	173 17 11	122 11 1	—	—	—	296 9 0	4 2 6	6,640 0 0	92 6 8	108 6 5
—	19 14 4	2 19 3	—	—	—	22 13 7	0 6 4	1,036 6 2	14 8 3	16 18 1
—	—	—	—	—	—	—	—	635 10 11	8 16 9	10 7 4
—	1 17 6	—	—	—	—	1 17 6	0 0 6	50 14 2	0 14 1	0 16 6
—	—	—	—	—	—	—	—	384 0 5	5 6 9	6 5 3
—	—	—	—	—	—	—	—	69 17 8	0 19 5	1 2 10
—	655 10 2	2,374 13 2	14 15 10	—	—	3,044 19 2	42 6 10	9,723 11 11	135 4 3	188 12 5
—	16 17 8	1,176 6 10	32 4 4	—	—	1,224 8 10	17 0 6	1,818 11 1	18 6 8	21 10 2
—	638 12 6	1,199 6 4	*17 8 6	—	—	1,820 10 4	25 6 4	8,405 0 10	116 17 7	137 2 3
—	1 17 5	—	—	—	—	1 17 5	0 0 6	717 11 7	9 6 2	10 16 7
—	—	—	—	—	—	—	—	3 7 0	0 0 10	0 1 0
—	2,503 4 2	1,716 3 8	—	—	—	4,219 7 10	64 14 8	232 15 0	3 0 5	3 10 3
—	247 12 10	135 6 11	—	—	—	382 19 9	4 19 4	7,895 7 10	102 8 5	119 3 1
—	59 10 1	36 12 1	—	—	—	96 2 2	1 4 11	1,595 8 2	20 13 11	24 1 7
—	—	—	—	—	—	—	—	358 19 9	4 13 1	5 8 4
—	—	—	—	—	—	—	—	53 19 10	0 14 0	0 16 4
—	0 10 0	—	—	—	—	0 10 0	0 0 2	247 17 11	3 4 4	3 14 10
—	—	—	—	—	—	—	—	33 5 3	0 8 8	0 10 0
—	2,612 14 6	1,888 2 8	—	—	—	4,700 17 2	60 19 7	11,138 12 4	144 9 10	168 2 0
—	1,752 19 5	24 0 1	—	—	—	1,776 19 6	23 1 0	1,856 5 8	24 1 7	28 0 4
—	1,059 15 1	1,864 2 7	—	—	—	2,923 17 8	37 18 7	9,282 6 8	120 8 3	140 1 8
—	1 17 5	—	—	—	—	1 17 5	0 0 6	642 4 10	9 4 7	9 18 3
—	—	—	—	—	—	—	—	0 7 10	0 0 1	0 0 1
—	0 17 0	—	—	—	—	0 17 0	0 0 3	139 10 11	2 0 2	2 3 1
—	205 11 3	169 3 1	—	—	—	374 14 4	5 7 8	2,836 19 9	40 15 6	48 15 11
—	3 11 9	0 19 5	—	—	—	4 11 2	0 1 4	938 10 5	13 14 1	14 14 5
—	—	—	—	—	—	—	—	125 19 1	1 16 2	1 18 11
—	131 16 0	369 7 6	—	—	—	501 3 6	7 4 1	84 8 7	1 4 3	1 6 1
—	—	—	—	—	—	—	—	663 6 3	9 10 8	10 4 10
—	—	—	—	—	—	—	—	46 15 8	0 13 6	0 14 5
—	243 13 5	539 10 0	—	—	—	883 3 5	12 13 10	5,493 3 4	78 19 0	84 16 0
—	11 19 0	114 10 2	—	—	—	126 9 2	1 16 4	161 0 8	2 6 3	2 9 8
—	331 14 5	424 19 10	—	—	—	756 14 3	10 17 6	5,332 2 8	76 12 9	82 6 4

MARY.

—	7 9 9	—	—	—	—	7 9 9	0 0 5	2,642 1 5	8 19 9	11 19 1
—	—	—	—	—	—	—	—	28 1 8	0 1 10	0 2 4
—	4,554 6 6	9,525 2 9	48 0 11	—	—	14,127 10 2	44 13 8	852 10 9	2 13 11	3 11 9
—	835 3 7	490 18 0	—	—	—	1,326 1 7	4 3 11	30,335 11 4	96 1 11	127 15 11
—	679 2 4	451 4 2	—	—	—	1,130 6 6	3 11 6	5,163 6 2	16 6 8	21 14 4
—	—	—	—	—	—	—	—	6,573 17 11	20 15 10	27 13 0
—	136 2 3	369 15 10	—	—	—	505 18 1	1 12 0	254 14 10	0 16 1	1 1 5
—	0 10 0	—	—	—	—	0 10 0	—	2,519 12 8	7 19 4	10 11 11
—	—	—	—	—	—	—	—	334 10 10	1 1 2	1 8 2
—	6,312 14 5	10,837 0 9	48 0 11	—	—	17,097 16 1	54 1 6	48,932 7 7	154 16 6	205 17 11
—	1,795 5 7	1,975 17 4	55 7 9	—	—	3,826 10 8	12 2 0	4,369 3 2	13 16 4	13 7 6
—	4,417 8 10	3,861 3 5	*7 6 10	—	—	13,271 5 5	41 19 6	44,583 5 5	141 0 2	187 10 5

* Credit.

ALEX. B. MONCRIEFF, Engineer-in-Chief.

ENGINEER-IN-CHIEF'S DEPARTMENT.
SOUTHERN SYSTEM.
SOUTHERN LINES.

A—RETURN OF AMOUNTS EXPENDED ON WORKS OF CONSTRUCTION FOR YEAR ENDING
JUNE 30TH, 1897.
Gauge, 5ft. 3in.

Station or Mileage.	Description of Work.	D.O.	Amount.	State if Completed.
		No.	£ s. d.	
CAPITAL ACCOUNT.				
District No. 1.				
1 mile	Rearranging signal wires	C. 4296	₹ 2 13 8	Completed
	Boxing in ground gear	C. 4422	₹ 6 0 5	Completed
2 miles 50 chains....	Altering cattle guards to standard	C. 4234	₹ 2 15 6	Completed
Goodwood	Shelter-shed	pt. 9257	87 8 1	Completed
8 miles 77 chains....	Removing occupation gates	9846	0 1 7	Completed
Upper Sturt	Ticket office and lamp	9577	7 7 0	Completed
19 miles 10 chains ..	Removing level crossing	C. 4466	₹ 8 0 0	Not completed
Aldgate	Urinal	pt. 9258	1 9 3	Completed
	Raising telephone wires	C. 4186	₹ 2 16 0	Completed
Balhannah	Re-erecting platform lamp, removed from Strathalbyn	C. 4462	₹ 0 3 4	Not completed
Mount Barker Junction	Removing and re-erecting signal post.....	C. 4187	₹ 8 6 7	Completed
Nairne				
	Sheep yard and trucking accommodation	9601	45 4 2	Completed
	Removing fence and increasing metallad approach	C. 4276	₹ 7 2 1	Completed
35 miles 21 chains ..	Altering cattle guards	C. 4257	₹ 0 10 0	Completed
45 miles 49 chains ..	Lengthening wing wall Bremer bridge	C. 4384	₹ 284 8 3	Not completed
	Raising girder Bremer bridge	C. 4385	₹ 29 5 7	Not completed
Mitcham to 42 miles 30 chains	Separating double closets at maintenance cottages	C. 4311	₹ 21 12 4	Completed
Whole district	Altering platform lamps to standard pattern.....	pt. C. 4279	₹ 11 6 11	Not completed
	Total (including improvements, £385 0s. 8d.....	—	526 10 9	
District No. 2.				
Strathalbyn	Laying water service, Bell & Co.'s stables	9376	* 7 7 1	Completed
	Meters for Shone's and Elliott's water service	9767	* 8 3 9	Completed
Milang	Filling and metalling at goods platform.....	C. 4241	₹ 4 5 0	Completed
Goolwa	Grooving lintel of doorway in goods shed	C. 4229	₹ 2 9 1	Completed
Middleton	Taking down and removing signals to store	9182	** —	Completed
Port Elliot	Alterations to station.....	9621	287 5 11	Not completed
	Replacing timber portion of platform with concrete wall	C. 4445	₹ 22 12 3	Not completed
Port Victor	Alterations to platform, approaches and fencing	9473	154 15 7	Not completed
	Replacing timber portion of platform with concrete wall	C. 4446	₹ 45 8 3	Not completed
Strathalbyn to Port Victor	Fencing line	pt. 6480	130 10 11	Completed
Whole district	Altering platform lamps to standard pattern	pt. C. 4279	₹ 25 2 5	Not completed
	CREDITS.		688 0 3	
	D.O., Nos. 9183, £6 6s. 2d.; 9376, £3 10s. 6d.; 9767, 10s. 6d.	—	10 7 2	
	Total (including improvements, £99 17s.).....	—	677 13 1	
District No. 3.				
Murray Bridge.....	Strengthening longitudinals under girders of bridge	pt. 8866	** 9 15 9	Completed
	Additional post and telegraph accommodation	9767	* 235 2 7	Not completed
	Meter for Ferguson's water service	9840	2 16 6	Completed
	Tar paving refreshment-room yard	C. 4182	₹ 3 8 11	Completed
Tailem Bend.....	Forming metallad crossing	C. 4268	₹ 1 7 8	Completed
Cooke's Plains	Re-erecting gate from Wolseley, and making crossing.....	pt. C. 4208	₹ 2 19 6	Completed
97 miles 64 chains ..	Additional rainwater tanks at maintenance cottages.....	pt. C. 4306	₹ 5 13 8	Completed
104 miles 67 chains ..	Additional rainwater tanks at maintenance cottages.....	pt. C. 4306	₹ 17 0 10	Completed
Whole district	Altering platform lamps to standard pattern	pt. C. 4279	₹ 25 2 5	Not completed
	CREDITS.		303 7 10	
	D.O., Nos. 8866, £18 13s. 7d.; 9757, £147 1s. 9d.	—	165 15 4	
	Total (including improvements, £55 13s.).....	—	137 12 6	
District No. 4.				
117 miles 22 chains ..	Additional rainwater tanks at maintenance cottages.....	pt. C. 4307	₹ 14 6 4	Completed
121 miles 30 chains ..	Additional rainwater tanks at maintenance cottages.....	pt. C. 4307	₹ 14 6 3	Completed
Keith	Re-erecting shed removed from Port Victor	C. 4249	₹ 8 12 11	Completed
Wolseley	Taking up and removing old pipes to store	9962	** 5 0 0	Completed

SOUTHERN LINES—continued.

▲—RETURN OF AMOUNTS EXPENDED ON WORKS OF CONSTRUCTION, &c.—continued.

Station or Mileage.	Description of Works.	D.O.	Amount.	State if Completed.
		No.	£ s. d.	
CAPITAL ACCOUNT—continued.				
District No. 4—continued.				
Wolsley	Shelving for stationmaster's house	C. 4417	¶ 0 16 1	Completed
	Converting lamp room into luggage room, &c.....	C. 4447	¶ 4 11 9	Not completed
	Name board	C. 4457	¶ 0 9 0	Not completed
Whole district	Altering platform lamps to standard pattern.....	pt. C. 4279	¶ 11 6 11	Not completed
CREDITS.			59 9 3	
	D.O. No. 9862	—	5 11 2	
	Total (including improvement, £54 9s. 3d.)	—	53 18 1	
	Aggregate total (including improvements, £594 19s. 11d.) £1,395 14s. 5d.)			

¶ Improvement.

Adelaide, June 30th, 1897.

ALEX. B. MONCRIEFF, Engineer-in-Chief.

SOUTHERN LINES—continued.

B—DESCRIPTION OF EXTRAORDINARY WORKS OF REPAIRS AND RENEWALS FOR YEAR
ENDING JUNE 30th, 1897.
Gauge, 5ft. 3in.

Station or Mileage.	Description of Works.	D.O.	Amount.	State if Completed.
		No.	£ s. d.	
MAINTENANCE AND RENEWAL ACCOUNT.				
District No 1.				
1 mile	Renewing decking of footbridge	C. 4362	15 9 11	Completed
	† Repairing gate	pt. C. 4055	* 1 12 0	Completed
2 miles 63 chains....	Extending apron to culvert	C. 4431	4 5 6	Completed
Goodwood	† Repairing fence	pt. C. 4055	* 0 10 0	Completed
6 miles 66 chains....	Putting quarry siding in order.....	pt. C. 4202	** 0 9 11	Completed
8 miles 32 chains....	Relaying road over viaduct	pt. C. 4093	** 1 1 3	Completed
Blackwood	Redecking goods platform	C. 4238	50 19 1	Completed
	† Repairing points	pt. C. 4047	0 1 9	Completed
Aldgate	† Repairing locks	pt. C. 4055	* 0 2 6	Completed
Balhannah	† Repairing fence	pt. C. 4055	* 0 9 3	Completed
	† Repairing lock	pt. C. 4055	* 0 5 3	Completed
32 miles 71 chains ..	Replacing girder at level crossing	C. 4376	3 3 9	Completed
Callington	Replacing old platform	C. 4237	129 16 7	Completed
3 to 5 miles and at 11 miles 5 chains	Renewing girders at crossings.....	C. 4310	40 14 11	Not completed
17½ miles to 17½ miles	Reversing rails in curves	C. 4321	547 16 5	Not completed
12m 67c. to 20m. 69c	Reversing rails in curves	pt. C. 4094	** 44 16 5	Completed
Mount Lofly to Littlehampton	Renewing telegraph poles	pt. C. 4095	8 9 2	Completed
Mitcham to Callington	† Repairing damage	C. 4407	22 12 5	Completed
Whole district	Draughtsmen's salaries in head office	pt. C. 4039	5 17 3	Completed
			878 12 4	
CREDITS—				
	D.O. Nos. C. 4055, £2 19s.; C. 4093, £20 1s. 4d.; C. 4094, £110 6s. 2d.; C. 4202, £5 14s. 3d.	—	139 0 9	
	Total	—	739 11 7	
District No. 2.				
Mount Barker	† Repairing fence	pt. C. 4055	* 0 2 6	Completed
Bugle Ranges	Renewing girder at level crossing	pt. C. 4047	1 18 4	Completed
Strathalbyn	† Repairing sheep yards	pt. C. 4047	2 2 7	Completed
	† Repairing points	pt. C. 4047	0 12 5	Completed
Goolwa	Repairing travelling crane	C. 4313	9 1 8	Completed
72 miles 79 chains ..	Examination of waterway	pt. C. 4183	8 7 4	Completed
	Redecking culvert	C. 4323	31 12 6	Not completed
79 miles 65 chains ..	Redecking culvert	C. 4324	7 17 0	Completed
80 miles 69 chains ..	Redecking culvert	C. 4325	11 0 10	Completed
Port Victor	Renewing piles and walings in jetty	C. 4312	98 13 6	Completed
Little Hampton to Strathalbyn	Renewing telegraph poles.....	pt. C. 4095	26 3 6	Completed
56 m. 9 c. to 59 m. 40 c.	Relaying with 61lb. rails	C. 4308	4,546 4 11	Not completed
Whole district	Draughtsmen's salaries in head office.....	pt. C. 4039	6 9 10	Completed
			4,749 6 11	
CREDITS—				
	D.O. No. C. 4055	—	0 2 6	
	Total	—	4,749 4 5	
District No. 3.				
Monarto	† Repairing line	C. 4401	9 5 2	Completed
Murray Bridge.....	Painting bridge	pt. C. 3948	12 1 1	Completed
	† Repairing gate	pt. C. 4047	0 4 0	Completed
	† Repairing points	pt. C. 4055	0 3 0	Completed
	Supporting cylinders Nos. 3 to 6 of bridge	pt. C. 4069	984 0 4	Not completed
	Repairing wharf and goods shed.....	C. 4353	* 52 13 3	Completed
	Supervising pipe laying	C. 4364	* 0 7 2	Completed
Tailm Bend	Repairing platform	pt. C. 4047	0 7 8	Completed
	† Repairing fence	pt. C. 4055	* 0 12 6	Completed
Cooke's Plains	† Repairing points	pt. C. 4047	0 15 10	Completed
Whole district	Draughtsmen's salaries in head office	pt. C. 4039	7 6 1	Completed
			1,067 16 1	
CREDITS—				
	D.O. Nos. C. 4353, £52 13s. 3d.; C. 4364, 7s. 2d.; C. 4055, 12s. 6d.	—	53 12 11	
	Total	—	1,014 3 2	

* Reimbursement. † Damaged by accident. ‡ Damaged by floods. § Damaged by fire. ** Credits.

SOUTHERN LINES—continued.

B—DESCRIPTION OF EXTRAORDINARY WORKS, &c.—continued.

Station or Mileage.	Description of Works.	D.O.	Amount.	State if Completed.
MAINTENANCE AND RENEWAL ACCOUNT—continued.				
District No. 4.				
162½ to 168½ miles ..	Repairing fencing	C. 4140	** —	Completed
Keith	† Repairing compensator	pt. C. 4047	0 10 6	Completed
	Putting four gates in fence	C. 4458	14 4 4	Completed
166 miles 40 chains ..	Renewing fencing	pt. C. 4047	3 1 0	Completed
Bordertown	Picking up buffer head	C. 4439	0 2 0	Completed
Wolsley	† Repairing points	pt. C. 4047	3 0 3	Completed
	† Replacing roller box	pt. C. 4047	0 9 10	Completed
	† Repairing gate	pt. C. 4047	0 3 9	Completed
	† Repairing points	pt. C. 4047	1 10 0	Completed
	† Repairing points	pt. C. 4047	1 12 3	Completed
	† Repairing gate	pt. C. 4047	0 3 3	Completed
	† Repairing points	C. 4449	1 1 9	Not completed
183 to 184 miles	Reballasting line	C. 4309	3,248 10 1	Completed
Whole district	Draughtsmen's salaries in head office	pt. C. 4039	8 10 6	Completed
	CREDIT—		3,282 19 6	
	D.O. No. C. 4140	—	30 0 0	
	Total	—	3,252 19 6	
	Aggregate total, £9,755 18s. 8d.			

† Damaged by accident.

Damaged by fire.

Adelaide, June 30th, 1897.

ALEX. B. MONCRIEFF, Engineer-in-Chief.

ENGINEER-IN-CHIEF'S
SOUTHERN
C—RETURN OF COST OF WORKS OF MAINTENANCE
MAINTENANCE AND
Gauge

ORDINARY AND CURRENT REPAIRS.									
Mileage.	Sub-head.	Contract.	Labor.	Stores and Materials.	Repairs to Tools, &c.	Traffic Charges	Loco. Charges	TOTAL.	Average Cost per Mile of Single Line, including Sidings.
		\$ s. d.	\$ s. d.	\$ s. d.	\$ s. d.	\$ s. d.	\$ s. d.	\$ s. d.	\$ s. d.
DISTRICT 1. Main line..... 49m. 10c. Sidings..... 5m. 71c. Double switches, nil Single switches, No. 90½	General expenses—								
	Engineering and supervision	—	405 4 11	60 3 8	—	—	—	465 8 7	8 9 2
	Sick leave	—	0 4 1	—	—	—	—	0 4 1	0 0 1
	Recreation leave	—	164 6 2	—	—	—	—	164 6 2	2 19 9
	Way	—	3,034 3 4	142 17 3	56 16 4	4 0 7	40 11 11	3,278 9 5	59 11 11
	Works	—	610 16 7	116 8 10	—	—	—	727 5 5	13 4 5
	Buildings	—	445 19 6	264 0 11	—	—	—	710 0 5	12 18 2
	Rolling-stock	—	15 12 2	15 3 7	—	—	—	30 15 9	0 11 2
	Machinery, tools, &c.	—	437 1 7	273 5 4	—	—	—	710 6 11	12 18 3
	Water, fuel, &c.	—	19 7 7	0 10 1	—	—	—	19 17 8	0 7 3
	Gross total	—	5,132 15 11	872 9 8	56 16 4	4 0 7	40 11 11	6,106 14 5	111 0 2
	Reimbursements	—	—	—	—	—	—	—	—
	Net total	—	5,132 15 11	872 9 8	56 16 4	4 0 7	40 11 11	6,106 14 5	111 0 2
DISTRICT 2. Main line..... 56m. 6c. Sidings..... 8m. 31c. Double switches, No. 1 Single switches, No. 115	General expenses—								
	Engineering and supervision	—	479 10 8	71 4 10	—	—	—	550 15 6	8 10 11
	Sick leave	—	0 4 1	—	—	—	—	0 4 1	0 0 1
	Recreation leave	—	136 14 0	—	—	—	—	136 14 0	2 2 5
	Way	—	2,293 4 7	175 19 4	32 16 10	—	—	2,502 0 9	38 16 3
	Works	—	702 0 5	212 10 11	—	—	—	914 11 4	14 3 9
	Buildings	—	412 2 3	150 11 9	—	—	—	562 14 0	8 14 7
	Rolling-stock	—	21 18 9	14 14 9	—	—	—	36 13 6	0 11 4
	Machinery, tools, &c.	—	57 12 7	56 3 7	—	—	—	113 16 2	1 15 4
	Water, fuel, &c.	—	30 0 4	9 13 7	—	—	—	40 13 11	0 12 7
	Gross total	—	4,134 7 8	690 18 9	32 16 10	—	—	4,858 3 3	75 7 3
	Reimbursements	—	—	18 6 0	—	—	—	18 6 0	0 5 3
	Net total	—	4,134 7 8	672 12 9	32 16 10	—	—	4,839 17 3	75 1 7
DISTRICT 3. Main line..... 67m. 6c. Sidings..... 4m. 43c. Double switches, nil Single switches, No. 51½	General expenses—								
	Engineering and supervision	—	589 9 6	80 2 11	—	—	—	619 12 5	8 13 3
	Sick leave	—	0 4 0	—	—	—	—	0 4 0	0 0 1
	Recreation leave	—	161 0 11	—	—	—	—	161 0 11	2 5 0
	Way	—	3,179 2 3	114 1 11	35 4 2	—	—	3,328 8 4	46 10 6
	Works	—	526 1 6	57 6 3	—	—	—	583 7 9	8 3 1
	Buildings	—	311 18 3	174 14 5	—	—	—	486 12 8	6 16 1
	Rolling-stock	—	33 9 3	71 8 2	—	—	—	104 17 5	1 9 4
	Machinery, tools, &c.	—	87 11 8	91 1 11	—	—	—	178 13 7	2 9 11
	Water, fuel, &c.	—	1 4 9	1 6 11	—	—	—	2 11 8	0 0 9
	Gross total	—	4,840 2 1	590 2 6	35 4 2	—	—	5,465 8 9	76 8 0
	Reimbursements	—	—	—	—	—	—	—	—
	Net total	—	4,840 2 1	590 2 6	35 4 2	—	—	5,465 8 9	76 8 0
DISTRICT 4. Main line— Broad gauge 67m. 75c. Mixed " 12m. 19c. Narrow " 0m. 22c. Sidings— Broad gauge 80m. 36c. Mixed " 0m. 70c. Narrow " 1m. 70c. Narrow " 1m. 2c. Double switches, 3m. 62c. Single switches, No. 39½	General expenses—								
	Engineering and supervision	—	629 7 9	93 10 1	—	—	—	722 17 10	8 11 8
	Sick leave	—	2 3 0	—	—	—	—	2 3 0	0 0 6
	Recreation leave	—	149 15 2	—	—	—	—	149 15 2	1 15 7
	Way	—	4,034 8 0	103 2 0	35 0 1	—	—	4,172 10 1	49 10 9
	Works	—	530 18 1	17 17 9	—	—	—	548 15 10	6 10 3
	Buildings	—	373 13 3	125 11 5	—	—	—	499 4 8	5 18 7
	Rolling-stock	—	21 15 3	31 0 5	—	—	—	51 15 8	0 12 4
	Machinery, tools, &c.	—	115 2 7	110 13 5	—	—	—	225 16 0	2 13 7
	Water, fuel, &c.	—	12 8 2	3 5 1	—	—	—	15 13 3	0 3 9
	Gross total	—	5,869 11 3	484 0 2	35 0 1	—	—	6,388 11 6	75 17 0
	Reimbursements	—	—	—	—	—	—	—	—
	Net total	—	5,869 11 3	484 0 2	35 0 1	—	—	6,388 11 6	75 17 0
SUM									
Main line—	General expenses—								
Broad gauge 240m. 11c.	Engineering and supervision	—	2,053 12 10	305 1 6	—	—	—	2,358 14 4	8 11 5
Mixed " 12m. 19c.	Sick leave	—	2 15 2	—	—	—	—	2 15 2	0 0 2
Narrow " 0m. 22c.	Recreation leave	—	611 16 3	—	—	—	—	611 16 3	2 4 6
252m. 52c.	Way	—	12,540 18 2	536 0 6	159 17 5	4 0 7	40 11 11	13,281 8 7	46 5 2
Sidings—	Works	—	2,369 16 7	404 3 9	—	—	—	2,774 0 4	10 1 7
Broad gauge 19m. 55c.	Buildings	—	1,543 13 3	714 18 6	—	—	—	2,258 11 9	8 4 2
Mixed " 1m. 70c.	Rolling-stock	—	92 15 5	131 6 11	—	—	—	224 2 4	0 16 3
Narrow " 1m. 2c.	Machinery, tools, &c.	—	697 8 5	531 4 3	—	—	—	1,228 12 8	4 9 3
22m. 47c.	Water, fuel, &c.	—	64 0 10	14 15 8	—	—	—	78 16 6	0 5 9
Double switches, No. 1	Gross total	—	19,976 16 11	2,637 11 1	159 17 5	4 0 7	40 11 11	22,818 17 11	82 18 3
Single switches, No. 269½	Reimbursements	—	—	18 6 0	—	—	—	18 6 0	0 1 4
	Net total	—	19,976 16 11	2,619 5 1	159 17 5	4 0 7	40 11 11	22,800 11 11	82 16 11

Adelaide, June 30th, 1897.

DEPARTMENT.
LINES—continued.
AND RENEWAL FOR YEAR ENDING JUNE 30TH, 1897.
RENEWAL ACCOUNT.
5ft. 3in.

EXTRAORDINARY REPAIRS AND RENEWALS.								TOTALS.		
Contract.	Labor.	Stores and Materials.	Repairs to Tools, &c.	Traffic Charges.	Loco. Charges.	TOTAL.	Average Cost per Mile of Single Line, including Sidings.	AGGREGATE TOTAL.	Average Cost per Mile of Single Line, including Sidings.	Average Cost per Mile of Railway.
\$ s. d.	\$ s. d.	\$ s. d.	\$ s. d.	\$ s. d.	\$ s. d.	\$ s. d.	\$ s. d.	\$ s. d.	\$ s. d.	\$ s. d.
—	5 17 8	—	—	—	—	5 17 8	0 2 2	471 5 10	8 11 4	9 11 10
—	—	—	—	—	—	—	—	0 4 1	0 0 1	0 0 1
—	—	—	—	—	—	—	—	164 6 2	2 19 9	3 6 11
—	154 18 10	271 15 0	—	8 18 6	25 10 7	461 2 11	8 7 8	3,739 12 4	67 19 7	78 2 6
—	49 5 8	84 10 10	—	—	—	83 16 6	1 10 5	811 1 11	14 14 10	16 10 3
—	112 7 10	62 8 10	—	0 19 0	5 2 6	180 18 2	3 5 9	890 18 7	16 3 11	18 2 9
—	—	—	—	—	—	—	—	30 15 9	0 11 2	0 12 6
—	1 17 8	8 18 6	—	—	—	10 15 9	0 3 11	721 2 8	13 2 2	14 13 7
—	—	—	—	—	—	—	—	19 17 8	0 7 3	0 8 1
—	324 6 10	377 13 2	—	9 17 6	30 13 1	742 10 7	13 9 11	6,849 5 0	124 10 1	139 8 6
—	2 19 0	—	—	—	—	2 19 0	0 1 1	2 19 0	0 1 1	0 1 2
—	821 7 10	377 13 2	—	9 17 6	30 13 1	739 11 7	13 8 10	6,846 6 0	124 9 0	139 7 4
—	—	—	—	—	—	—	—	—	—	—
—	12 2 2	2 15 0	—	—	—	14 17 2	0 4 7	565 12 8	8 15 6	10 1 9
—	—	—	—	—	—	—	—	0 4 1	0 0 1	0 0 1
—	—	—	—	—	—	—	—	136 14 0	2 2 5	2 8 9
—	575 9 7	3,930 15 6	—	11 2 3	28 10 0	4,545 17 4	70 10 5	7,047 18 1	109 6 8	125 13 9
—	104 0 9	47 1 5	—	—	—	151 2 2	2 6 11	1,065 13 6	16 10 8	19 0 1
—	1 8 9	0 16 4	—	—	—	2 5 1	0 0 8	564 19 1	8 15 3	10 1 6
—	—	—	—	—	—	—	—	36 13 6	0 11 4	0 13 1
—	6 16 6	28 8 8	—	—	—	35 5 2	0 10 11	149 1 4	2 6 3	2 13 2
—	—	—	—	—	—	—	—	40 13 11	0 12 7	0 14 6
—	699 17 9	4,009 16 11	—	11 2 3	28 10 0	4,749 6 11	73 13 6	9,607 10 2	149 0 9	171 8 8
—	0 2 6	—	—	—	—	0 2 6	—	18 8 6	0 5 8	0 6 7
—	699 15 3	4,009 16 11	—	11 2 3	28 10 0	4,749 4 5	73 13 6	9,589 1 8	148 15 1	171 0 1
—	—	—	—	—	—	—	—	—	—	—
—	7 13 3	—	—	—	—	7 13 3	0 2 1	627 5 8	8 15 4	9 7 3
—	—	—	—	—	—	—	—	0 4 0	0 0 1	0 0 1
—	—	—	—	—	—	—	—	161 0 11	2 5 0	2 8 1
—	5 9 10	4 14 2	—	—	—	10 4 0	0 2 10	3,338 12 4	46 13 4	49 16 7
—	206 5 3	788 17 2	—	0 8 0	1 7 6	996 17 11	13 13 9	1,580 5 8	22 1 10	23 11 9
—	37 7 11	15 13 0	—	—	—	53 0 11	0 14 10	1,539 13 7	7 10 11	8 1 1
—	—	—	—	—	—	—	—	104 17 5	1 9 4	1 11 4
—	—	—	—	—	—	—	—	178 13 7	2 9 11	2 13 4
—	—	—	—	—	—	—	—	2 11 8	0 0 9	0 0 9
—	256 16 3	809 4 4	—	0 8 0	1 7 6	1,067 18 1	14 18 6	6,533 4 10	91 6 6	97 10 3
—	38 3 7	15 9 4	—	—	—	53 12 11	0 15 0	53 12 11	0 15 0	0 16 0
—	218 12 8	793 15 0	—	0 8 0	1 7 6	1,014 3 2	14 3 6	6,479 11 11	90 11 6	96 14 3
—	—	—	—	—	—	—	—	—	—	—
—	8 10 6	—	—	—	—	8 10 6	0 2 0	731 8 4	8 13 8	9 1 10
—	—	—	—	—	—	—	—	2 3 0	0 0 6	0 0 6
—	—	—	—	—	—	—	—	149 15 2	1 13 7	1 17 3
—	867 12 3	2,108 17 2	—	165 9 6	132 0 0	3,268 18 11	38 16 3	7,441 9 0	88 7 0	92 10 0
—	2 3 0	1 5 0	—	—	—	3 8 0	0 0 10	552 3 10	6 11 1	6 17 3
—	—	—	—	—	—	—	—	499 4 8	5 18 7	6 4 1
—	—	—	—	—	—	—	—	51 15 8	0 12 4	0 12 10
—	1 12 3	0 9 10	—	—	—	2 2 1	0 0 6	227 18 1	2 14 1	2 16 8
—	—	—	—	—	—	—	—	15 13 3	0 3 9	0 3 11
—	879 18 0	2,105 12 0	—	165 9 6	132 0 0	3,282 19 6	38 19 7	9,671 11 0	114 16 7	120 4 4
—	30 0 0	—	—	—	—	30 0 0	0 7 2	30 0 0	0 7 2	0 7 5
—	849 18 0	2,105 12 0	—	165 9 6	132 0 0	3,252 19 6	38 12 5	9,641 11 0	114 9 5	119 16 11

MARY.

—	34 3 2	2 15 0	—	—	—	36 18 2	0 2 8	2,395 12 6	8 14 1	9 9 8
—	—	—	—	—	—	—	—	2 15 2	0 0 2	0 0 2
—	—	—	—	—	—	—	—	611 16 8	2 4 6	2 8 5
—	1,803 10 6	6,311 1 10	—	185 10 3	186 0 7	8,286 3 2	30 2 2	21,567 11 9	78 7 4	85 7 4
—	561 14 8	871 14 5	—	0 8 0	1 7 6	1,235 4 7	4 9 9	4,009 4 11	14 11 4	15 17 4
—	151 4 6	78 18 2	—	0 19 0	5 2 6	236 4 2	0 17 2	2,494 15 11	9 1 4	9 17 6
—	—	—	—	—	—	—	—	224 2 4	0 16 3	0 17 9
—	10 6 0	37 17 0	—	—	—	48 3 0	0 3 6	1,276 15 8	4 12 9	5 1 1
—	—	—	—	—	—	—	—	73 16 6	0 5 9	0 6 3
—	2,160 18 10	7,302 6 5	—	186 17 3	192 10 7	9,842 13 1	85 15 3	32,661 11 0	118 13 6	129 5 6
—	71 5 1	15 9 4	—	—	—	86 14 5	0 6 3	105 0 5	0 7 7	0 8 4
—	2,089 13 9	7,286 17 1	—	196 17 3	192 10 7	9,755 18 8	35 9 0	32,556 10 7	118 5 11	128 17 2

ALEX. B. MONCRIEFF, Engineer-in-Chief.

ENGINEER-IN-CHIEF'S DEPARTMENT.

WESTERN SYSTEM.

PORT WAKEFIELD LINES.

A—RETURN OF AMOUNTS EXPENDED ON WORKS OF CONSTRUCTION FOR YEAR ENDING JUNE 30TH 1897.

LOCOMOTIVE LINES.

Gauge, 3ft. 6in.

Station or Mileage.	Description of Works.	D.O.	Total Cost.	State if Completed.
		No.	£ s. d.	
CAPITAL ACCOUNT.				
District No. 1.				
Gilbert Bridge	Gangway	C. 4291	¶ 21 8 6	Completed
Stockyard Creek	Examination of catchment area for water supply	9560	17 9 9	Completed
	Enlargement of reservoir	9749	291 9 6	Completed
Owen	Re-erecting weighbridge removed from Balaklava	pt. C. 4135	¶ 0 6 2	Completed
Balaklava	Survey for water supply	pt. 9071	100 8 7	Completed
Kybunga	Decking bridge	C. 4292	¶ 17 1 4	Completed
Blyth	Water column in station yard	pt. 8832	126 9 11	Completed
7-Mile Siding	Erecting gate, levelling ground, &c.	pt. C. 4221	¶ 3 10 9	Completed
Port Wakefield	Additional room to resident engineer's house	9392	107 1 7	Completed
	Removing siding on wood allotments	9522	10 0 11	Completed
	Guard rails to sidings on wharf	C. 4293	¶ 9 0 10	Completed
	Total (including improvements, \$51 7s. 7d.)	—	704 7 10	
District No. 2.				
Kulpara	Removal of 3in. main from reservoir to overhead tank	9724	330 10 11	Not completed
Kulpara and Green's Plains West	Reducing length of, and repairing platforms	pt. C. 4210	¶ 18 12 7	Completed
Kulpara and Snowtown	Surveys for additional water supplies	pt. 9064	30 4 11	Completed
Kadina	Re-erection of engine shed removed from Blyth, and necessary alterations	9801	660 3 10	Not completed
	Removal of 3in. main from reservoir to overhead tank	9816	** 31 19 9	Not completed
Wallaroo	Connecting railway main with Beetaloo main	C. 4239	¶ 8 9 0	Completed
	Altering level crossing near shore end of new jetty	C. 4345	¶ 5 14 7	Completed
Wallaroo and Moonta line	Returning tools to store	9655	** —	Completed
Yelta	Removing siding	9415	** 5 2 0	Completed
	Turnstile	C. 4413	¶ 3 12 2	Completed
Bute	Passenger station	9660	124 11 6	Not completed
Whole district	Altering cattle grids	pt. C. 4273	¶ 32 6 4	Not completed
			1,251 7 7	
CREDITS.				
	D.O. Nos. 9816, \$166 7s. 8d.; 9655, \$18 9s. 10d.; 9415, £25 1s. 11d.	—	209 19 5	
	Total (including improvements, \$68 14s. 8d.)	—	1,041 8 2	
District No. 3.				
Anama	Siding	9650	207 8 7	Completed
Brinkworth	Verandah to refreshment-room	9366	24 3 9	Completed
	Wheat siding and approach	9380	214 1 6	Completed
	Sheep yards	9456	80 13 7	Completed
	Re-erecting district foreman's office, removed from Snowtown	C. 4416	¶ 5 12 1	Completed
Yacka	Verandah to porter's cottage	9391	6 19 10	Completed
Whole district	Altering cattle grids	pt. C. 4272	¶ 467 14 10	Not completed
Blyth and Gladstone Line	Engineering and supervision	pt. 7275	28 17 6	Completed
	Returning plant and tools to store	9654	** —	Completed
			1,035 11 8	
CREDITS.				
	D.O. No. 9654	—	10 5 4	
	Total (including improvements, \$473 6s. 11d.)	—	1,025 6 4	
	Aggregate total (including improvements, \$593 9s. 2d.), £2,771 2s. 4d.			

¶ Improvements. ** Credits.

PORT

PORT WAKEFIELD LINES—continued.

A—RETURN OF AMOUNTS EXPENDED ON WORKS OF CONSTRUCTION, &c.—continued.

Station or Mileage.	Description of Works.	D.O.	Total Cost.	State if Completed.
		No.	£ s. d.	

CAPITAL ACCOUNT—continued.

HORSEPOWER LINE.

Gauge, 5ft. 3in.

District No. 2.

Moonta	Alteration and extension of tramway	pt. 9034	49 7 5	Not completed
	Car sheds, stables, &c.	pt. 9315	251 8 8	Not completed
	Extension of tramway through Moonta Mines township	9635	1,185 6 4	Not completed
	Paddock for tram horses	9702	21 9 4	Completed
	Purchase of express buggy	9784	17 0 0	Completed
	Total	—	1,524 11 9	

Adelaide, June 30th, 1897.

ALEX. B. MONCRIEFF, Engineer-in-Chief.

ENGINEER-IN-CHIEF'S DEPARTMENT.

PORT WAKEFIELD LINES—continued.

B—DESCRIPTION OF EXTRAORDINARY WORKS OF REPAIRS AND RENEWALS FOR YEAR ENDING

JUNE 30TH, 1897.

LOCOMOTIVE LINES.

Gauge, 3ft. 6in.

Station or Mileage.	Description of Work.	D.O.	Total Cost.	State if Completed.
		No.	£ s. d.	

MAINTENANCE AND RENEWAL ACCOUNT.

District No. 1.

Stockyard Creek	Cleaning out reservoir	C. 4359	65 8 2	Not completed
Woods and Owen	†Repairing line	C. 4400	56 5 11	Completed
Balaklava	†Repairing switches	pt. C. 4051	* 1 2 5	Completed
Blyth	Cleaning catch pit to reservoir	C. 4290	6 10 10	Completed
Whole district	Draughtsmen's salaries in head office	pt. C. 4035	1 11 6	Not completed
	Strengthening line with deep fishplates	pt. C. 4188	18 8 6	Completed
	Renewing fencing	C. 4262	130 3 6	Not completed
		C. 4406	1,069 13 4	Not completed
			1,349 4 2	
	CREDIT.			
	D.O. C. 4051	—	1 2 5	
	Total	—	1,348 1 9	

District No. 2.

Kadina	†Repairing crane	pt. C. 4051	* 1 10 0	Completed
Wallaroo Mines	†Repairing switches	pt. C. 4051	* 0 18 7	Completed
	†Repairing stop block	pt. C. 4051	* 0 8 8	Completed
	Boxing in switches	C. 4428	* 2 19 6	Completed
Wallaroo Mines to Wallaroo	Relaying line with 50lb. steel rails	C. 4288	303 5 8	Completed
	Fixing base plates to sleepers	C. 4317	196 14 6	Completed
Wallaroo	Relaying line with 50lb. steel rails	C. 4412	200 10 5	Not completed
	†Repairing stop block	pt. C. 4043	0 4 3	Completed
	†Repairing gate	pt. C. 4043	0 10 0	Completed
	†Repairing truck	pt. C. 4043	0 10 0	Completed
Wallaroo New Jetty	†Repairing jetty	pt. C. 4051	2 9 10	Completed
	†Repairing jetty, damaged s.s. <i>Brs</i>	C. 4198	* 18 13 2	Not completed
	Renewing piles and walings	C. 4289	159 17 7	Not completed
Wallaroo Old Jetty	Removing L head	C. 4223	21 6 5	Not completed
Wallaroo to Moonta	Altering expansion of rails	C. 4452	26 5 3	Completed
Whole district	Draughtsmen's salaries in head office	pt. C. 4035	1 11 6	Not completed
	Strengthening line with deep fishplates	C. 4263	479 6 5	Not completed
	Renewing fencing	pt. C. 4207	40 17 5	Completed
		4408	110 17 9	Not completed
			1,568 16 11	
	CREDITS.			
	D.O. Nos. C. 4051, £5 7s. 1d.; C. 4428, £2 19s. 6d.; C. 4198, £18 13s. 2d.	—	26 19 9	
	Total	—	1,541 17 2	

District No. 3.

146½ miles, Kadina and Snowtown line	Building 10ft. arch culvert	C. 4225	446 17 11	Completed
147 miles 53 chains, Kadina and Snowtown line	Making level crossing	C. 4226	56 6 1	Completed
Barunga Gap to Snowtown	Renewing sleepers	C. 4409	439 0 2	Not completed
Brinkworth	Repairing fence	pt. C. 4051	* 0 2 10	Completed
Whole district	Draughtsmen's salaries in head office	pt. C. 4035	1 11 5	Not completed
			943 18 5	
	CREDIT.			
	D.O. C. 4051	—	0 2 10	
	Total	—	943 15 7	

* Reimbursements.

+ Damaged by accident.

‡ Damaged by flood.

PORT WAKEFIELD LINES—continued.

B—DESCRIPTION OF EXTRAORDINARY WORKS, &c.—continued.

Station or Mileage.	Description of Works.	D.O.	Total Cost.	State if Completed.
		No.	£ s. d.	

CAPITAL ACCOUNT—continued.

HORSEPOWER LINE.

Gauge, 5ft. 3in.

Nil.

Adelaide, June 30th, 1897.

ALEX. B. MONCRIEFF, Engineer-in-Chief.

C—RETURN OF COST OF WORKS OF MAINTENANCE
MAINTENANCE AND
LOCOMOTIVE
Gauge,

ORDINARY AND CURRENT REPAIRS.									
Mileage.	Sub-head.	Contract.	Labor.	Stores and Material.	Repairs to Tools, &c.	Traffic Charges.	Loco. Charges.	TOTAL.	Average Cost per Mile of Single Line, including Sidings.
		£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
District 1. Main line74m. 40c. Sidings 7m. 43c. Double switches, No. 16 Single switches, No. 72 Stump switches, No. 7	General expenses—								
	Engineering and supervision ...	—	484 9 10	88 12 11	—	—	—	573 2 9	6 19 9
	Sick leave.....	—	—	—	—	—	—	—	—
	Recreation leave.....	—	131 6 0	—	—	—	—	131 6 0	1 12 0
	Way	—	2,618 18 7	262 2 0	13 17 9	—	1 14 1	2,894 12 5	35 6 2
	Works	—	532 0 5	74 6 7	—	1 0 0	0 15 3	608 2 3	7 8 3
	Buildings	—	326 15 9	145 16 11	—	—	0 2 5	472 15 1	5 15 3
	Rolling-stock	—	15 9 5	11 0 7	—	—	—	26 10 0	0 6 5
	Machinery, tools, &c.....	—	12 9 4	33 17 9	—	—	0 17 0	37 4 1	0 9 1
	Water, fuel, &c.....	—	10 17 9	2 15 6	—	—	—	13 13 3	0 3 4
	Gross total	—	4,132 7 1	608 12 3	13 17 9	1 0 0	3 8 9	4,759 5 10	58 0 3
	Reimbursements	—	—	—	—	—	—	—	—
	Net total	—	4,132 7 1	608 12 3	13 17 9	1 0 0	3 8 9	4,759 5 10	58 0 3
District 2. Main line69m. 6c. Sidings 9m. 1c. Double switches, No. 6 Single switches, No. 88 Stump switches, No. 25	General expenses—								
	Engineering and supervision ...	—	486 4 0	71 18 2	—	—	—	558 2 2	7 2 11
	Sick leave.....	—	—	—	—	—	—	—	—
	Recreation leave.....	—	136 0 8	—	—	—	—	136 0 8	1 14 10
	Way	—	2,222 10 6	140 6 9	13 13 9	2 0 11	1 5 0	2,379 16 11	30 9 6
	Works	—	449 13 2	34 6 2	—	—	—	483 19 4	6 4 0
	Buildings	—	23 1 10	30 7 4	—	—	—	53 9 2	0 13 8
	Rolling-stock	—	5 8 10	12 14 6	—	—	—	18 3 4	0 4 8
	Machinery, tools, &c.....	—	16 5 7	39 19 3	—	0 16 0	—	57 0 10	0 14 7
	Water, fuel, &c.....	—	2 15 3	2 4 10	—	—	—	5 0 1	0 1 4
	Gross total	—	3,341 19 10	331 17 0	13 13 9	2 16 11	1 5 0	3,691 12 6	47 5 6
	Reimbursements	—	—	—	—	—	—	—	—
	Net total	—	3,341 19 10	331 17 0	13 13 9	2 16 11	1 5 0	3,691 12 6	47 5 6
District 3. Main line58m. 27c. Sidings 3m. 12c. Double switches, No. 2 Single switches, No. 38	General expenses—								
	Engineering and supervision ...	—	471 13 3	76 10 9	—	—	—	548 4 0	8 18 4
	Sick leave.....	—	—	—	—	—	—	—	—
	Recreation leave.....	—	87 8 4	—	—	—	—	87 8 4	1 8 5
	Way	—	1,989 7 0	155 2 4	20 2 4	—	36 18 5	2,201 10 1	35 16 1
	Works	—	407 0 6	28 11 10	—	0 1 0	—	435 13 4	7 1 1
	Buildings	—	22 3 3	37 3 10	—	—	—	59 7 1	0 19 4
	Rolling-stock	—	6 3 6	7 5 8	—	—	—	13 9 2	0 4 4
	Machinery, tools, &c.....	—	11 15 7	30 1 6	—	—	—	41 17 1	0 13 7
	Water, fuel, &c.....	—	26 8 9	3 6 8	—	—	—	29 15 5	0 9 8
	Gross Total	—	3,022 0 2	336 2 7	20 2 4	0 1 0	36 18 5	3,415 4 6	55 10 10
	Reimbursements	—	—	—	—	—	—	—	—
	Net Total	—	3,022 0 2	336 2 7	20 2 4	0 1 0	36 18 5	3,415 4 6	55 10 10
SUM									
Main line301m. 73c. Sidings 19m. 56c. Double switches, No. 24 Single switches, No. 198 Stump switches, No. 32	General expenses—								
	Engineering and supervision ...	—	1,442 7 1	237 1 10	—	—	—	1,679 8 11	7 11 7
	Sick leave.....	—	—	—	—	—	—	—	—
	Recreation leave.....	—	354 15 0	—	—	—	—	354 15 0	1 12 0
	Way	—	6,830 16 1	557 11 1	47 13 10	2 0 11	39 17 6	7,477 19 5	33 14 10
	Works	—	1,388 14 1	135 4 7	—	1 1 0	0 15 3	1,525 14 11	6 17 9
	Buildings	—	372 0 10	213 8 1	—	—	0 2 5	585 11 4	2 12 10
	Rolling-stock	—	27 1 9	31 0 9	—	—	—	58 2 6	0 5 3
	Machinery, tools, &c.....	—	40 10 6	93 18 6	—	0 16 0	0 17 0	136 2 0	0 12 3
	Water, fuel, &c.....	—	40 1 9	8 7 0	—	—	—	48 8 9	0 4 4
	Gross total	—	10,496 7 1	1,276 11 10	47 13 10	3 17 11	41 12 2	11,866 2 10	53 10 10
	Reimbursements	—	—	—	—	—	—	—	—
	Net total	—	10,496 7 1	1,276 11 10	47 13 10	3 17 11	41 12 2	11,866 2 10	53 10 10
HORSEPOWER Gauge									
District 2. Main line4m. 2c. Sidings 1m. 29c. Double switchesNil Single switches...No. 17	General expenses—								
	Engineering and supervision ...	—	—	—	—	—	—	—	—
	Sick leave.....	—	—	—	—	—	—	—	—
	Recreation leave.....	—	—	—	—	—	—	—	—
	Way	—	93 15 2	—	—	—	—	93 15 2	17 8 1
	Works	—	—	—	—	—	—	—	—
	Buildings	—	—	—	—	—	—	—	—
	Rolling-stock	—	—	—	—	—	—	—	—
	Machinery, tools, &c.....	—	—	—	—	—	—	—	—
	Water, fuel, &c.....	—	—	—	—	—	—	—	—
	Gross total	—	93 15 2	—	—	—	—	93 15 2	17 8 1
	Reimbursements	—	—	—	—	—	—	—	—
	Net total	—	93 15 2	—	—	—	—	93 15 2	17 8 1

DEPARTMENT.

LINES—continued.

AND RENEWAL FOR YEAR ENDING JUNE 30TH, 1897.

RENEWAL ACCOUNT.

LINES.

3ft. 6m.

EXTRAORDINARY REPAIRS AND RENEWALS.							TOTALS.			
Contract.	Labor.	Stores and Materials.	Repairs to Tools, &c.	Traffic Charges.	Loco. Charges.	TOTAL.	Average Cost per Mile of Single Line, including Sidings.	AGGREGATE TOTAL.	Average Cost per Mile of Single Line, including Sidings.	Average Cost per Mile of Railway.
\$ s. d.	\$ s. d.	\$ s. d.	\$ s. d.	\$ s. d.	\$ s. d.	\$ s. d.	\$ s. d.	\$ s. d.	\$ s. d.	\$ s. d.
—	1 11 6	—	—	—	—	1 11 6	0 0 5	574 14 3	7 0 2	7 14 3
—	—	—	—	—	—	—	—	131 6 0	1 12 0	1 15 3
—	106 1 10	87 14 8	—	2 3 11	8 17 6	204 17 1	2 9 11	3,101 10 4	37 16 1	41 12 7
—	249 18 11	805 0 5	—	3 10 8	11 3 4	1,069 13 4	13 0 9	1,677 15 7	20 9 0	22 10 5
—	—	—	—	—	—	—	—	472 15 1	5 15 3	6 6 11
—	—	—	—	—	—	—	—	28 10 0	0 6 5	0 7 1
—	—	—	—	—	—	—	—	37 4 1	0 9 1	0 10 0
65 8 2	6 10 10	—	—	—	—	71 19 0	0 17 7	85 12 3	1 0 11	1 3 0
63 8 2	364 3 1	892 15 1	—	5 14 7	20 0 10	1,348 1 9	16 8 8	6,107 7 7	74 8 11	81 19 6
65 8 2	364 3 1	892 15 1	—	5 14 7	20 0 10	1,348 1 9	16 8 8	6,107 7 7	74 8 11	81 19 6
—	1 11 6	—	—	—	—	1 11 6	0 0 5	559 13 8	7 3 4	8 2 1
—	—	—	—	—	—	—	—	136 0 8	1 14 10	1 19 5
—	249 5 9	894 4 8	—	1 16 0	1 17 6	1,247 3 11	15 19 5	3,627 0 10	48 8 11	52 10 2
—	109 9 9	183 2 0	—	—	—	292 11 9	3 14 11	776 11 1	9 18 11	11 4 10
—	—	—	—	—	—	—	—	53 9 2	0 13 8	0 15 6
—	—	0 10 0	—	—	—	0 10 0	0 0 2	18 13 4	0 4 10	0 5 5
—	—	—	—	—	—	—	—	57 0 10	0 14 7	0 16 6
—	—	—	—	—	—	—	—	5 0 1	0 1 4	0 1 5
—	460 7 0	1,077 16 8	—	1 16 0	1 17 6	1,541 17 2	19 14 11	5,233 9 8	67 0 5	75 15 4
—	460 7 0	1,077 16 8	—	1 16 0	1 17 6	1,541 17 2	19 14 11	5,233 9 8	67 0 5	75 15 4
—	1 11 5	—	—	—	—	1 11 5	0 0 6	549 15 5	8 18 10	9 8 6
—	—	—	—	—	—	—	—	87 8 4	1 8 5	1 10 0
—	115 8 4	321 9 11	2 1 11	—	—	439 0 2	7 2 10	2,640 10 3	42 18 11	45 5 3
—	296 19 11	193 6 7	—	—	10 17 6	503 4 0	8 3 8	936 17 4	15 4 9	16 1 2
—	—	—	—	—	—	—	—	59 7 1	0 19 4	1 0 4
—	—	—	—	—	—	—	—	13 9 2	0 4 4	0 4 7
—	—	—	—	—	—	—	—	41 17 1	0 13 7	0 14 4
—	—	—	—	—	—	—	—	29 15 5	0 9 8	0 10 2
—	413 19 8	516 16 6	2 1 11	—	10 17 6	943 15 7	15 7 0	4,359 0 1	70 17 10	74 14 4
—	—	—	—	—	—	—	—	—	—	—
—	413 19 8	516 16 6	2 1 11	—	10 17 6	943 15 7	15 7 0	4,359 0 1	70 17 10	74 14 4

MARY.

—	4 14 5	—	—	—	—	4 14 5	0 0 5	1,684 3 4	7 12 0	8 6 10
—	—	—	—	—	—	—	—	354 15 0	1 12 0	1 15 2
—	570 15 11	1,303 9 3	2 1 11	3 19 11	10 15 0	1,891 2 0	8 10 8	9,869 1 5	42 5 6	46 8 0
—	656 8 7	1,183 9 0	—	3 10 8	22 0 10	1,865 9 1	8 8 4	3,391 4 0	15 6 1	16 15 11
—	—	—	—	—	—	—	—	585 11 4	2 12 10	2 18 0
—	—	0 10 0	—	—	—	0 10 0	0 0 1	58 12 6	0 5 4	0 5 9
—	—	—	—	—	—	—	—	136 2 0	0 13 3	0 13 6
65 8 2	6 10 10	—	—	—	—	71 19 0	0 6 6	120 7 9	0 10 10	0 11 11
65 8 2	1,238 9 9	2,487 8 3	2 1 11	7 10 7	32 15 10	3,833 14 6	17 6 0	15,699 17 4	70 16 10	77 15 1
65 8 2	1,238 9 9	2,487 8 3	2 1 11	7 10 7	32 15 10	3,833 14 6	17 6 0	15,699 17 4	70 16 10	77 15 1

LINES.

5ft. 3in.

—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	93 15 2	17 8 1	23 5 11
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—	—	—	—	—	—	—	—	93 15 2	17 8 1	23 5 11
—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	93 15 2	17 8 1	23 5 11

ALEX. B. MONCRIEFF, Engineer-in-Chief.
ENGINEER

ENGINEER-IN-CHIEF'S DEPARTMENT.
NORTHERN SYSTEM.

PORT PIRIE, TEROWIE, QUORN, AND COCKBURN LINES.

A—RETURN OF AMOUNTS EXPENDED ON WORKS OF CONSTRUCTION FOR YEAR ENDING JUNE 30TH, 1897.
Gauge, 3ft. 6in.

Station or Mileage.	Description of Works.	D.O.	Total Cost.	State if Completed.
		No.	£ s. d.	
CAPITAL ACCOUNT.				
District No. 1.				
Port Pirie	Decking switches, Ellen-street	pt. 9228	2 0 4	Completed
	Drainage of station yard	pt. 9248	12 12 3	Completed
	Rebuilding maintenance cottages	9893	19 18 8	Not completed
	Notice boards	C. 4197	0 1 7	Completed
		pt. 9878	64 16 2	Not completed
186m. to 192m.	Deviation of line	9683	261 2 11	Not completed
		9775	1,972 3 11	Not completed
		9969	375 19 4	Not completed
Gladstone	Meter for corporation	9826	* ** 6 4 10	Completed
	Reservoir—Sluice gate	9941	0 3 3	Not completed
	Suction pipe	C. 4215	1 4 11	Not completed
	Oil store	C. 4333	2 10 9	Completed
	Extending stationmaster's fence	C. 4393	1 9 8	Not completed
Laura	Signal cabin returned to store	9760	** 2 16 8	Completed
Jamestown	Ashpit	9742	68 8 3	Not completed
	Widening approach to goods shed	9405	11 9 0	Completed
	Altering turntable	C. 4280	36 16 9	Completed
Whole district	Examinations for improving water supply	pt. 9065	6 2 8	Not completed
	Meters to maintenance cottages	pt. 8875	5 10 7	Not completed
			2,851 12 6	
CREDITS.				
	D.O. Nos. 9626, £3 11s. 2d.; 9760, £18	—	21 11 2	
	Total (including improvements, £42 3s. 8d.)	—	2,830 1 4	
District No. 2.				
Black Rock	Additional room to maintenance cottage	9241	40 14 6	Completed
Belalie North	Shifting window, signalman's cottage	C. 4214	0 18 0	Not completed
Yongala	Reservoir—Preliminary survey	9527	111 17 8	Not completed
	Land and compensation	9672	13 14 11	Not completed
	Fencing	9673	94 3 6	Not completed
	Weir and sluices	9674	784 16 3	Not completed
	Reservoir and outlet works	9675	6,711 9 4	Not completed
	Main to Yongala and Petersburg	9676	2,060 5 1	Not completed
	Overhead tanks, &c.	9677	73 19 10	Not completed
	Engineering and supervision	9689	446 17 6	Not completed
		9671	31 3 11	Not completed
	Permanent survey	9707	71 8 5	Not completed
Petersburg	Gong at level crossing	pt. 9167	5 10 7	Completed
	Additional room to maintenance cottage	9240	35 15 9	Completed
	Kitchen to stationmaster's residence	9271	88 0 9	Completed
	Additional room to maintenance cottage	9552	114 14 4	Completed
	Fencing	9698	2 0 7	Completed
	Extension of engine shed—Construction	9662	2,181 10 9	Not completed
	Water mains	9750	7 6 3	Not completed
	Deepening well	9752	0 3 3	Not completed
	Additional room and kitchen, district foreman's house	pt. 9861	87 13 6	Completed
	Closing in back verandah district loco. superintendent's house ..	C. 4185	5 5 11	Completed
	Closing in back verandah of traffic superintendent's house	C. 4218	8 7 1	Completed
	Enlarging back verandah, maintenance cottage	C. 4219	8 16 4	Completed
	Enlarging block instrument room	C. 4404	4 9 11	Completed
Whole district	Meters to maintenance room	8875	5 10 7	Not completed
	Deviation of line	pt. 9678	64 16 1	Not completed
	Underground tanks	9942	26 3 4	Not completed
	Total (including improvements, £27 17s. 3d.)	—	13,087 13 10	
District No. 3.				
157m. 4c. to 159m. 63c.	Deviation of line	9455	145 17 1	Not completed
		9678	64 16 1	Not completed
		9679	1,094 7 7	Not completed
		9680	5,612 14 11	Not completed
		9683	261 2 11	Not completed
		9690	274 0 4	Not completed
		9748	5 13 2	Not completed
Ucolta	Enlarging suction pipe	C. 4343	6 10 5	Completed
Nackara	Re-erecting box office removed from Murray Bridge	C. 4388	15 14 0	Completed
McDonald's Hill	Name plates	C. 4355	3 17 2	Completed
Mannahill	Water service	9472	7 2 1	Not completed
Whole district	Examinations for improving water supplies	pt. 9065	12 5 4	Not completed
	Meters to maintenance cottages	pt. 8875	5 10 7	Not completed
	Total (including improvements, £26 1s. 7d.)	—	7,509 11 8	

* Reimbursement.

** Credits.

† Improvements.

PORT

PORT PIRIE, TEROWIE, QUORN, AND COCKBURN LINES—continued.

A—RETURN OF AMOUNTS EXPENDED ON WORKS OF CONSTRUCTION, &c.—continued.

Station or Mileage.	Description of Works.	D.O.	Total Cost.	State if Completed.
		No.	£ s. d.	
CAPITAL ACCOUNT—continued.				
District No. 4.				
295m. to 296m.	Additional flood openings	9653	861 13 6	Not completed
Cockburn	Cellar to fitter's house	pt. 8996	** —	Completed
	Telephone box	9623	6 11 7	Completed
	Steam pump	9792	16 19 9	Not completed
	Alterations to floor of running-shed	C. 4181	¶ 8 7 2	Completed
	Alterations to fence, loco. barracks	C. 4222	¶ 4 10 10	Completed
		9455	145 17 2	Not completed
Whole district	Deviation of line	pt. 9678	64 16 1	Not completed
		pt. 9683	261 2 11	Not completed
	Examinations for improving water supplies	pt. 9065	6 2 8	Not completed
	Meters to maintenance cottages	pt. 8875	5 10 7	Not completed
	CREDIT.		1,381 12 3	
	D.O. No. 8996	—	0 1 0	
	Total (including improvements, £12 18s.)	—	1,381 11 3	
District No. 5.				
Orroroo	Cattle yard	8967	** —	Completed
	Improving water supply	8833	14 9 6	Completed
Eurelia	Examination of catchment area	9859	9 18 7	Not completed
Carrieton	Improving water supply	8729	12 0 2	Completed
Hammond	Improving water supply	9802	58 7 0	Not completed
Bruce	Removal of watering appliances	9805	51 6 5	Completed
Whole district	Examinations for improving water supplies	9065	6 2 8	Not completed
	CREDIT.		152 4 4	
	D.O. No. 8967	—	0 0 11	
	Total	—	152 3 5	
	Aggregate total (including improvements, £109 0s. 6d), £24,961 1s. 6d.			

** Credit.

¶ Improvement.

Adelaide, June 30th, 1897.

ALEX. B. MONCRIEFF, Engineer-in-Chief.

ENGINEER-IN-CHIEF'S DEPARTMENT.

PORT PIRIE, TEROWIE, QUORN, AND COCKBURN LINES—continued.

B—DESCRIPTION OF EXTRAORDINARY WORKS OF REPAIRS AND RENEWALS FOR YEAR ENDING
JUNE 30TH, 1897.
Gauge, 3ft. 6in.

Station or Mileage.	Description of Works.	D.O.	Amount.	State if Completed.
		No.	£ s. d.	

MAINTENANCE AND RENEWAL ACCOUNT.

District No. 1.

Port Pirie	Repairing siding, Darling & Son	pt. C. 3905	* 2 8 2	Not completed
	“ “ Adelaide Steamship Co.	pt. C. 3909	* 1 14 3	Not completed
	“ “ Broken Hill Proprietary Co.	pt. C. 3910	* 13 5 4	Not completed
	“ “ and turntable—Intercolonial Wharf Co.	pt. C. 3904	* 0 9 3	Not completed
	“ “ W. R. Cave & Co.	pt. C. 3908	* 0 18 4	Not completed
	Junction and sidings in Ellen-street—Intercolonial Wharf Co.	C. 4264	* 103 3 3	Not completed
	Rebuilding ashpit, loco. yard	pt. C. 4166	1 6 6	Completed
	Recoup to capital of prime cost of cottages Nos. 3 and 4	C. 4383	430 0 0	Completed
Warnertown	†Repairing line	C. 4294	3 4 6	Completed
	Laying baseplates on sleepers	C. 4338	88 0 9	Not completed
Crystal Brook	Erection of turnstile	C. 4349	* 3 10 0	Completed
Huddleston	Rebuilding wall of goods platform	C. 4266	62 7 4	Completed
Gladstone	†Repairing points	C. 4247	3 6 10	Completed
213m. 40ch. to 214m. 40ch.	Relaying line with 50lb. steel rails	pt. C. 4163	** 9 6 0	Completed
196m. 7c. to 200m. 7c.	Relaying line with 50lb. steel rails	pt. C. 4189	** 708 17 4	Completed
221m. to 223m.	Relaying line with 50lb. steel rails	C. 4253	1,149 0 6	Completed
176½m. to 177½m. ..	Relaying line with 50lb. steel rails	C. 4347	1,152 16 0	Not completed
193m. 58ch. to 195m. 12ch.	Renewing sleepers	C. 4424	463 4 2	Not completed
196m. to 197m., 203m. to 205½m.	Reballasting line	pt. C. 4112	101 10 4	Completed
193m. to 194m.	Renewing fencing	C. 4113	472 1 4	Not completed
193m. to 194m.	Procuring and stacking ballast	C. 4337	15 0 0	Not completed
Whole district	Draughtsmen's salaries in head office	pt. C. 3890	** —	Completed
	†Accidents costing not more than £3	pt. C. 4036	13 1 11	Not completed
	†Accidents chargeable to outsiders	pt. C. 4044	4 4 10	Not completed
	Replacing old cattle yards with new pattern	pt. C. 4052	* 6 6 8	Not completed
		C. 4339	76 3 8	Not completed
			4,885 7 3	
	CREDITS.			
	D.O. Nos. C. 3905, £2 8s. 2d.; C. 3909, £1 14s. 3d.; C. 3910, £13 5s. 4d.; C. 3904, 9s. 3d.; C. 3908, 18s. 4d.; C. 4264, £103 3s. 3d.; C. 4349, £3 10s.; C. 4163, £252 17s. 4d.; C. 4189, £603 6s. 5d.; C. 3890, £345 16s. 11d.; C. 4052, £6 6s. 8d.	—	1,233 15 11	
	Total	—	3,651 11 4	

District No. 2.

Petersburg	Refixing telephone instruments	C. 4236	0 12 9	Completed
	†Repairing doors, engine shed	C. 4327	2 14 3	Completed
		C. 4436	6 9 11	Completed
		C. 4437	1 12 6	Completed
Whole district	†Accidents costing not more than £3	pt. C. 4044	5 2 2	Not completed
	Draughtmen's salaries in head office	pt. C. 4036	13 1 10	Not completed
	Total	—	29 13 5	

District No. 3.

155m. 22ch. to 158m. 30ch.	Renewing fencing	pt. C. 3058	13 16 10	Completed
154m. to 158m.	Relaying portion of line	pt. C. 4114	** 29 17 7	Not completed
Oodla Wirra	Cleaning out reservoir	C. 4381	232 9 4	Completed
Yunta	Cleaning out reservoir	C. 4386	253 14 3	Completed
Whole district	†Accidents costing not more than £3	pt. C. 4044	1 3 4	Not completed
	†Accidents chargeable to outsiders	pt. C. 4052	* 0 3 3	Not completed
	Draughtmen's salaries in head office	pt. C. 4036	13 1 10	Not completed
			544 6 5	
	CREDITS.			
	D.O. Nos. C.4114, £109 12s. 5d.; C. 4052, 3s. 3d.	—	109 15 8	
	Total	—	434 10 9	

* Reimbursements.

+ Damaged by accident.

‡ Damaged by flood.

** Credits.

PORT PIRIE, TEROWIE, QUORN, AND COCKBURN LINES—continued.

B—DESCRIPTION OF EXTRAORDINARY WORKS, &c.—continued.

Station or Mileage.	Description of Works.	D.O.	Amount.	State if Completed.
		No.	£ s. d.	
MAINTENANCE AND RENEWAL ACCOUNT—continued.				
District No. 4.				
240m. 19ch.	Altering fence	pt. C. 4159	* 1 14 6	Not completed
240m. 55ch. to 243m. 49ch.	†Repairs to line.....	C. 4334	3 8 6	Not completed
239m. 14ch.	Occupation crossing	C. 4360	* 30 16 3	Not completed
294m.	Shifting level crossing	C. 4332	* 4 4 6	Not completed
295½m.	†Repairing banks of drains to reservoir.....	C. 4378	217 17 6	Not completed
Whole district	Draughtsmen's salaries in head office	pt. C. 4036	13 1 10	Not completed
	†Accidents costing not more than £3	pt. C. 4044	4 8 8	Not completed
CREDITS.			275 11 9	
D.O. Nos. C. 4159, £1 14s. 6d. ; C. 4360, £30 16s. 3d. ; C. 4332, £4 4s. 6d.			36 15 3	
Total			238 16 6	
District No. 5.				
Eurelia	Cleaning out old reservoir	C. 4389	44 11 8	Completed
Carrieton	Cleaning out reservoir	C. 4336	94 8 6	Completed
Whole district	Draughtsmen's salaries in head office.....	pt. C. 4036	13 1 10	Not completed
	†Accidents costing not more than £3	pt. C. 4044	0 6 11	Not completed
Total			152 8 11	
Aggregate total, £4,507 0s. 11d.				

* Reimbursement.

+ Damaged by accident.

‡ Damaged by flood.

Adelaide, June 30th, 1897.

ALEX. B. MONCRIEFF, Engineer-in-Chief.

ENGINEER-IN-CHIEF'S
PORT PIRIE, TEROWIE, QUORN,
C—RETURN OF COST OF WORKS OF MAINTENANCE
MAINTENANCE AND
Gauge,

ORDINARY AND CURRENT REPAIRS.

Mileage.	Sub-head.	Contract.	Labor.	Stores and Material.	Repairs to Tools, &c.	Traffic Charges.	Loco. Charges.	TOTAL.	Average Cost per Mile of Single Line, including Sidings.
		£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
DISTRICT No. 1. Main line 62m. 10c. Sidings 10m. 55c. Double switches, No. 14 Single switches, No. 116	General expenses—								
	Engineering and supervision...	22 8 5	549 9 0	5 18 1	—	—	—	577 15 6	7 18 8
	Sick leave	—	—	—	—	—	—	—	—
	Recreation leave	—	133 15 1	—	—	—	—	133 15 1	1 16 9
	Way	0 15 0	2,779 12 0	679 18 5	27 15 9	6 15 5	12 10 4	3,507 6 11	48 3 5
	Works	0 5 5	390 0 10	41 2 10	2 7 7	—	2 1 5	435 18 1	5 19 9
	Buildings	29 19 10	630 10 1	194 13 5	1 3 11	—	—	856 7 3	11 15 3
	Rolling-stock	—	1 14 9	4 19 0	9 11 7	—	—	16 5 4	0 4 5
	Machinery, tools, &c.	0 1 7	74 15 8	12 4 7	—	—	—	87 1 10	1 3 11
	Water, fuel, &c.	1 16 10	5 13 8	—	1 11 9	—	0 11 4	9 13 7	0 2 8
	Gross total	55 7 1	4,563 11 1	938 16 4	42 10 7	6 15 5	15 3 1	5,624 3 7	77 4 10
	Reimbursements	—	13 12 4	251 16 9	—	—	—	265 9 1	3 12 11
	Net total	55 7 1	4,551 18 9	686 19 7	42 10 7	6 15 5	15 3 1	5,358 14 6	73 11 11
DISTRICT No. 2. Main line 55m. 30c. Sidings 5m. 11c. Double switches, No. 4 Single switches, No. 61	General expenses—								
	Engineering and supervision...	18 12 3	456 0 7	4 18 0	—	—	—	479 10 10	7 18 6
	Sick leave	—	8 2 0	—	—	—	—	8 2 0	0 2 8
	Recreation leave	—	127 10 5	—	—	—	—	127 10 5	2 2 2
	Way	—	2,399 14 1	228 5 6	33 18 0	4 9 6	5 7 6	2,671 14 7	44 3 1
	Works	0 7 6	389 12 2	31 3 1	5 6 3	—	—	428 9 0	7 0 11
	Buildings	11 6 7	105 9 2	74 13 2	0 11 4	0 1 4	0 1 4	192 2 11	3 3 6
	Rolling-stock	—	0 11 0	18 10 2	21 2 7	—	0 5 2	40 8 11	0 13 4
	Machinery, tools, &c.	1 11 8	57 8 0	57 14 9	2 2 11	—	—	118 16 11	1 19 3
	Water, fuel, &c.	—	10 10 1	0 8 9	0 8 0	—	—	11 1 10	0 3 8
	Gross total	31 17 7	3,554 17 6	415 13 5	63 4 1	4 10 10	5 14 0	4,075 17 5	67 7 1
	Reimbursements	—	—	10 1 10	—	—	—	10 1 10	0 3 4
	Net total	31 17 7	3,554 17 6	405 11 7	63 4 1	4 10 10	5 14 0	4,065 15 7	67 3 9
DISTRICT No. 3. Main line 79m. 36c. Sidings 4m. 32c. Double switches, nil Single switches, No. 46	General expenses—								
	Engineering and supervision...	25 15 9	631 18 8	6 15 9	—	—	—	664 10 2	7 18 6
	Sick leave	—	138 7 2	—	—	—	—	138 7 2	1 13 0
	Recreation leave	—	3,302 0 5	226 11 10	25 5 9	—	—	3,553 18 0	42 7 8
	Way	—	272 11 10	4 17 0	0 8 6	—	—	277 17 4	3 6 3
	Works	1 15 10	76 5 3	30 16 5	1 2 9	—	—	110 0 3	1 6 3
	Buildings	—	2 0 6	6 14 8	5 0 6	—	—	13 15 8	0 3 4
	Rolling-stock	—	49 11 10	9 13 9	0 7 6	—	0 8 8	60 1 9	0 14 4
	Machinery, tools, &c.	1 2 0	42 16 3	1 14 7	0 11 0	—	—	46 3 10	0 11 0
	Water, fuel, &c.	—	—	—	—	—	—	—	—
	Gross total	28 13 7	4,515 11 11	287 4 0	32 16 0	—	0 8 8	4,864 14 2	58 0 4
	Reimbursements	—	—	27 19 7	—	—	—	27 19 7	0 6 8
	Net total	28 13 7	4,515 11 11	259 4 5	32 16 0	—	0 8 8	4,636 14 7	57 13 8
DISTRICT No. 4. Main line 65m. 26c. Sidings 3m. 11c. Double switches, No. 1 Single switches, No. 31	General expenses—								
	Engineering and supervision...	21 1 1	515 18 10	5 10 10	—	—	—	542 10 9	7 18 6
	Sick leave	—	104 5 0	—	—	—	—	104 5 0	1 10 6
	Recreation leave	—	2,735 14 0	104 6 2	16 18 0	—	—	2,856 18 2	41 14 7
	Way	—	343 13 8	5 1 6	0 2 0	—	—	348 17 2	5 1 11
	Works	0 2 5	99 9 0	33 7 7	6 10 5	—	—	139 9 5	2 0 9
	Buildings	—	2 8 6	5 3 0	17 13 10	—	—	25 5 4	0 7 5
	Rolling-stock	1 1 10	50 9 10	6 5 3	0 1 6	—	—	57 18 5	0 16 11
	Machinery, tools, &c.	0 7 6	42 9 4	2 6 5	0 5 0	—	—	45 8 3	0 13 3
	Water, fuel, &c.	—	—	—	—	—	—	—	—
	Gross total	22 12 10	3,894 8 2	162 0 9	41 10 9	—	—	4,123 12 6	60 3 10
	Reimbursements	—	—	1 1 6	—	—	—	1 1 6	0 0 4
	Net total	22 12 10	3,894 8 2	160 19 3	41 10 9	—	—	4,119 11 0	60 3 6
DISTRICT No. 5. Main line 60m. 17c. Sidings 4m. 19c. Double switches, No. 14 Single switches, No. 22	General expenses—								
	Engineering and supervision...	19 16 5	485 14 5	5 4 4	—	—	—	510 15 2	7 18 5
	Sick leave	—	5 18 8	—	—	—	—	5 18 8	0 1 10
	Recreation leave	—	117 1 4	—	—	—	—	117 1 4	1 16 4
	Way	—	2,172 15 0	310 18 3	27 12 10	—	0 15 0	2,512 1 1	38 19 6
	Works	1 2 6	489 2 5	13 8 5	1 10 6	—	—	503 3 10	7 16 9
	Buildings	—	202 2 0	118 9 6	4 9 7	—	0 5 0	325 6 1	5 1 0
	Rolling-stock	0 0 8	—	2 17 6	22 17 6	—	—	25 15 8	0 8 0
	Machinery, tools, &c.	—	51 1 1	6 6 5	—	—	—	57 7 6	0 17 10
	Water, fuel, &c.	14 10 0	32 15 9	0 12 7	0 2 8	—	—	48 1 0	0 14 11
	Gross total	35 9 7	3,556 10 8	457 17 0	56 13 1	—	1 0 0	4,107 10 4	63 14 7
	Reimbursements	—	40 11 3	—	—	—	—	40 11 3	0 12 7
	Net total	35 9 7	3,515 19 5	457 17 0	56 13 1	—	1 0 0	4,066 19 1	63 2 0
Main line 122m. 39c. Sidings 27m. 45c. Double switches, No. 33 Single switches No. 279	General expenses—								
	Engineering and supervision...	107 13 11	2,639 1 6	28 7 0	—	—	—	2,775 2 5	7 18 6
	Sick leave	—	14 0 8	—	—	—	—	14 0 8	0 0 10
	Recreation leave	—	620 19 0	—	—	—	—	620 19 0	1 15 6
	Way	0 15 0	13,389 15 6	1,550 0 2	131 10 4	11 4 11	18 12 10	15,101 18 9	43 2 9
	Works	1 15 5	1,885 0 11	95 12 10	9 14 10	—	2 1 5	1,994 5 5	5 13 11
	Buildings	43 4 8	1,113 15 6	452 0 1	13 18 0	0 1 4	0 6 4	1,628 5 11	4 12 9
	Rolling-stock	0 0 8	6 14 9	38 4 4	76 6 0	—	0 5 2	121 10 11	0 7 0
	Machinery, tools, &c.	2 14 8	283 6 5	92 4 9	2 11 11	—	0 8 8	381 6 5	1 1 9
	Water, fuel, &c.	17 16 4	134 5 1	5 2 4	2 13 5	—	0 11 4	160 8 6	0 9 2
	Gross total	174 0 8	20,086 19 4	2,261 11 6	236 14 6	11 6 3	22 5 9	22,792 18 0	65 2 3
	Reimbursements	—	51 3 7	290 19 8	—	—	—	345 3 3	0 19 9
	Net total	174 0 8	20,032 15 9	1,970 11 10	236 14 6	11 6 3	22 5 9	22,447 14 9	64 2 5
SUM									

Adelaide, June 30th, 1897.

DEPARTMENT.

AND COCKBURN LINES—continued.

AND RENEWAL FOR YEAR ENDING JUNE 30TH, 1897.

RENEWAL ACCOUNT.

3ft. 6in.

EXTRAORDINARY REPAIRS AND RENEWALS.								TOTALS.		
Contract.	Labor.	Stores and Materials.	Repairs to Tools, &c.	Traffic Charges.	Loco. Charges.	TOTAL.	Average Cost per Mile of Single Line, including Sidings.	AGGREGATE TOTAL.	Average Cost per Mile of Single Line, including Sidings.	Average Cost per Mile of Railway.
£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
—	13 1 11	—	—	—	—	13 1 11	0 3 8	590 17 5	8 2 4	9 10 3
—	—	—	—	—	—	—	—	133 15 1	1 16 9	2 3 1
—	1,225 13 0	2,831 28 1	—	34 1 6	61 0 0	4,155 12 7	57 1 5	7,662 19 6	103 4 10	123 6 11
—	41 9 9	48 13 11	—	—	—	91 3 8	1 5 0	527 1 9	7 4 9	8 9 8
—	453 5 0	39 2 4	—	—	—	492 7 4	6 15 3	1,348 14 7	18 10 6	21 14 2
—	—	—	—	—	—	—	—	16 5 4	0 4 5	0 5 3
—	—	—	—	—	—	—	—	87 1 10	1 3 11	1 8 0
—	0 16 6	—	—	—	0 10 0	1 6 6	0 0 4	11 0 1	0 3 0	0 3 7
—	1,737 6 2	2,920 14 4	—	34 1 6	61 10 0	4,753 12 0	65 5 8	19,377 15 7	142 10 6	167 0 11
—	—	1,102 0 8	—	—	—	1,102 0 8	15 2 8	1,367 9 9	18 13 7	22 0 8
—	1,737 6 2	1,818 13 8	—	34 1 6	61 10 0	3,651 11 4	50 3 0	9,010 5 10	123 14 11	145 0 8
—	13 1 10	—	—	—	—	13 1 10	0 4 4	492 12 8	8 2 10	8 17 11
—	—	—	—	—	—	—	—	8 2 0	0 2 8	0 2 11
—	3 19 8	1 2 6	—	—	—	5 2 2	0 1 8	127 10 5	2 3 2	2 6 1
—	—	—	—	—	—	—	—	2,676 16 9	44 4 9	48 6 10
—	6 7 6	4 9 2	—	—	—	10 16 8	0 3 7	426 9 0	7 0 11	7 14 0
—	—	—	—	—	—	—	—	202 19 7	3 7 1	3 13 4
—	0 10 0	0 2 9	—	—	—	0 12 9	0 0 3	40 8 11	0 13 4	0 14 7
—	—	—	—	—	—	—	—	119 9 8	1 19 8	2 3 2
—	—	—	—	—	—	—	—	11 1 10	0 3 8	0 4 0
—	23 19 0	5 14 5	—	—	—	29 13 5	0 9 10	4,105 10 10	67 16 11	74 2 10
—	—	—	—	—	—	—	—	10 1 10	0 3 4	0 3 8
—	23 19 0	5 14 5	—	—	—	29 13 5	0 9 10	4,095 9 0	67 13 7	73 19 2
—	13 1 10	—	—	—	—	13 1 10	0 3 1	677 12 0	8 1 7	8 10 7
—	—	—	—	—	—	—	—	138 7 2	1 13 0	1 14 10
—	23 4 7	5 16 4	—	—	—	31 0 11	0 7 5	3,584 18 11	42 15 1	45 2 5
—	13 14 0	0 2 10	—	—	—	13 16 10	0 3 4	291 14 2	3 9 7	3 13 5
—	—	—	—	—	—	—	—	110 0 3	1 6 3	1 7 8
—	—	—	—	—	—	—	—	13 15 8	0 3 4	0 3 6
—	485 6 1	0 17 6	—	—	—	486 3 7	5 16 0	60 1 9	0 14 4	0 15 2
—	—	—	—	—	—	—	—	532 7 5	6 7 0	6 14 0
—	537 6 6	6 16 8	—	—	—	544 3 2	6 9 10	5,408 17 4	64 10 2	68 1 7
—	—	109 12 5	—	—	—	109 12 5	1 6 2	137 12 0	1 12 10	1 14 7
—	537 6 6	*102 15 9	—	—	—	434 10 9	5 3 8	5,271 5 4	62 17 4	66 7 0
—	13 1 10	—	—	—	—	13 1 10	0 3 10	555 12 7	8 2 4	8 10 1
—	—	—	—	—	—	—	—	104 5 0	1 10 6	1 11 11
—	7 3 6	0 13 8	—	—	—	7 17 2	0 2 3	2,844 15 4	41 16 10	43 17 1
—	—	—	—	—	—	—	—	848 17 2	5 1 11	5 6 10
—	—	—	—	—	—	—	—	139 9 5	2 0 9	2 2 8
—	—	—	—	—	—	—	—	25 5 4	0 7 5	0 7 9
—	214 19 4	2 18 2	—	—	—	217 17 6	3 3 8	57 18 5	0 16 11	0 17 9
—	—	—	—	—	—	—	—	263 5 9	3 16 11	4 0 7
—	235 4 8	3 11 10	—	—	—	238 16 6	3 9 9	4,859 9 0	63 13 7	66 14 8
—	—	—	—	—	—	—	—	1 1 6	0 0 4	0 0 4
—	235 4 8	3 11 10	—	—	—	238 16 6	3 9 9	4,358 7 6	63 13 3	66 14 4
—	13 1 10	—	—	—	—	13 1 10	0 4 1	523 17 0	8 2 6	8 14 0
—	—	—	—	—	—	—	—	5 18 8	0 1 10	0 2 0
—	—	—	—	—	—	—	—	117 1 4	1 16 4	1 18 11
—	0 6 11	—	—	—	—	0 6 11	0 0 1	2,512 8 0	38 19 7	41 14 6
—	—	—	—	—	—	—	—	505 3 10	7 16 9	8 7 10
—	—	—	—	—	—	—	—	325 16 1	5 1 0	5 8 1
—	—	—	—	—	—	—	—	25 15 8	0 8 0	0 8 7
—	102 0 0	37 0 2	—	—	—	139 0 2	2 3 2	57 7 6	0 17 10	0 19 0
—	—	—	—	—	—	—	—	187 1 2	2 18 1	3 2 1
—	115 8 9	37 0 2	—	—	—	152 8 11	2 7 4	4,259 19 3	66 1 11	70 15 0
—	—	—	—	—	—	—	—	40 11 3	0 12 7	0 13 6
—	115 8 9	37 0 2	—	—	—	152 8 11	2 7 4	4,219 8 0	65 9 4	70 1 6

MARY.

—	65 9 3	—	—	—	—	65 9 3	0 3 9	2,840 11 8	8 2 3	8 16 2
—	—	—	—	—	—	—	—	14 0 8	0 0 10	0 0 11
—	1,365 7 8	2,899 10 7	—	34 1 6	61 0 0	4,199 19 9	11 19 11	620 19 0	1 15 6	1 18 6
—	53 3 9	49 16 9	—	—	—	105 0 6	0 6 0	19,301 18 6	55 2 8	59 17 1
—	439 13 6	43 11 6	—	—	—	503 4 0	1 8 9	2,099 5 11	5 19 11	6 10 2
—	—	—	—	—	—	—	—	2,126 9 11	6 1 6	6 11 11
—	—	—	—	—	—	—	—	121 10 11	0 7 0	0 7 6
—	—	—	—	—	—	—	—	381 19 2	1 1 9	1 3 8
—	803 1 11	40 15 10	—	—	0 10 0	844 7 9	2 8 3	1,004 10 3	2 17 5	3 2 4
—	2,649 5 1	2,973 17 5	—	34 1 6	61 10 0	5,718 14 0	16 6 8	24,511 12 0	81 8 10	88 8 3
—	—	1,211 13 1	—	—	—	1,211 13 1	3 9 2	1,556 16 4	4 8 11	4 16 7
—	2,649 5 1	1,762 4 4	—	34 1 6	61 10 0	4,507 0 11	12 17 6	26,954 15 8	76 19 11	83 11 8

*Credit.

ALEX. B. MONCRIEFF, Engineer-in-Chief.

SOUTH AUSTRALIAN RAILWAYS,
ENGINEER-IN-CHIEF'S DEPARTMENT.
NORTHERN SYSTEM.
GREAT NORTHERN LINES.

A—RETURN OF AMOUNTS EXPENDED ON WORKS OF CONSTRUCTION FOR YEAR ENDING JUNE 30TH 1897.

Gauge, 3ft. 6in.

Station or Mileage.	Description of Works.	D.O.	Total Cost.	State if Completed.
		No.	£ s. d.	
CAPITAL ACCOUNT.				
District No. 1.				
Port Augusta	Additional rooms to loco. cottages	pt. 8971	3 17 0	Completed
Quorn	Removing stores office to goods shed	C. 4425	6 11 11	Completed
	Provision of hose reel and shed	9414	11 16 8	Completed
	Water service for Mr. Rose	9620	6 17 4	Completed
	Pitching in front of large weir at township reservoir	9875	23 14 6	Completed
	Additional window to stationmaster's residence	C. 4248	3 0 1	Completed
	Additional window to Resident Engineer's residence	C. 4256	3 3 4	Completed
	Fixing reflector on distant signal	C. 4319	1 6 3	Completed
Whole district	Re-erecting cabin removed from Warrina for loco. superintendent	C. 4391	20 5 3	Completed
	Alteration to switches	C. 4444	2 2 1	Completed
	Purchase and fitting up travelling van for weighbridge fitter ..	pt. 8917	6 15 5	Completed
	Removing block instruments for refixing on Cockburn line....	pt. C. 4271	39 3 2	Not completed
			127 13 0	
CREDITS.				
	D.O. Nos. 9620, £3 3s. 4d.; 8917, £10.....	—	13 3 4	
	Total (including improvements, £75 12s. 1d.)....	—	114 9 8	
District No. 2.				
Whole district	Removing block instruments for refixing on Cockburn line ..	pt. C. 4271	39 3 2	Not completed
	Total improvement	—	39 3 2	
District No. 3.				
Leigh's Creek	Decking culvert at coal siding	C. 4260	1 7 2	Completed
Lyndhurst.....	Re-erecting box office removed from Mount Dutton for Traffic Department.....	C. 4281	19 9 0	Completed
	Wire netting round reservoir	pt. C. 4303	9 8 10	Completed
	Small shed, extending platform, and giving telephone communication	pt. 8922	19 11 11	Completed
	Additional troughing.....	C. 4252	9 11 0	Completed
Farina	Protecting inlet drain with stone	C. 4267	22 0 3	Completed
Whole district	Wire netting round reservoir	pt. C. 4303	10 4 7	Completed
	Additional rooms to maintenance cottages	pt. 8614	16 8 3	Completed
	Removing block instruments for refixing on Cockburn line....	pt. C. 4271	39 3 2	Not completed
	Total (including improvements, £111 4s.)	—	147 4 2	
	Aggregate total (including improvements, £225 19s. 3d.), £390 17s.			

Adelaide, June 30th, 1897. ALEX. B. MONCRIEFF, Engineer-in-Chief.

B—DESCRIPTION OF EXTRAORDINARY WORKS OF REPAIRS AND RENEWALS FOR YEAR ENDING JUNE 30TH, 1897.

Gauge, 3ft. 6in.

Station or Mileage.	Description of Works.	D.O.	Amount.	State if Completed.
		No.	£ s. d.	
MAINTENANCE AND RENEWAL ACCOUNT.				
District No. 1.				
Port Augusta	†Repairing points, Port Augusta wharf	pt. C. 4045	0 5 3	Completed
0m. 46c. to 1m. 6c., Division A.	†Repairing gate.....	pt. C. 4053	0 14 5	Completed
	†Repairing points Sulphide Co.'s wharf	pt. C. 4053	0 4 3	Completed
	Renewing box gutters at engine shed	pt. C. 4300	12 2 7	Completed
	Relaying line	C. 4269	403 11 11	Not completed
2m. 20c. to 4m. 40c., Division A	Strengthening line with deep fishplates	pt. C. 4190	25 2 10	Not completed

ENGINEER

ENGINEER-IN-CHIEF'S DEPARTMENT.

GREAT NORTHERN LINES—continued.

B-DESCRIPTION OF EXTRAORDINARY WORKS OF REPAIRS AND RENEWALS FOR YEAR ENDING
JUNE 30th, 1897.

Gauge, 3ft. 6in.

Station or Mileage.	Description of Works.	D.O.	Amount.	State if Completed.
		No.	£ s. d.	
MAINTENANCE AND RENEWAL ACCOUNT—continued.				
District No. 1.—continued.				
Stirling	†Repairing points	pt. C. 4045	0 2 0	Completed
	†Repairing gate	pt. C. 4053	1 13 0	Completed
Saltia Creek	Making stop banks	C. 4298	65 11 6	Not completed
Woolshed Flat	†Broken axle	pt. C. 4045	0 7 3	Completed
Summit	Fixing baseplates on sleepers	C. 4320	107 18 6	Not completed
Quorn	†Repairing points	pt. C. 4045	0 1 8	Completed
	†Trucks colliding with engine	pt. C. 4045	0 19 3	Completed
	†Repairing stop block	pt. C. 4045	0 11 3	Completed
	Providing desk Resident Engineer's office	pt. C. 4230	1 6 2	Completed
	Renewing box gutters at engine shed	pt. C. 4300	15 10 2	Completed
Willockbra	†Repairing buffer stop and building retaining wall	C. 4394	12 18 7	Completed
Hawker	Strengthening line with deep fishplates	C. 4277	1,278 16 10	Not completed
	†Repairing cheese knob tumbler	pt. C. 4045	1 1 4	Completed
	†Repairing points	pt. C. 4045	0 8 0	Completed
	†Repairing fence	pt. C. 4053	0 16 0	Completed
	†Repairing goods shed door	C. 4235	5 14 7	Completed
	Screen in booking office for Post Office Department	C. 4430	13 18 8	Completed
	New floors to maintenance cottages	C. 4432	2 16 8	Completed
Whole district	Draughtsmen's salaries in head office	pt. C. 3797	5 1 0	Completed
	Replacing defective timber girders in cattle guards	pt. C. 4037	10 12 9	Completed
	Replacing defective intersection posts	pt. C. 4104	1 8 6	Completed
		pt. C. 4105	5 0 3	Not completed
			1,974 15 2	
	CREDITS.			
	D.O. Nos. C. 4053, £3 7s. 8d.; C. 4432, £2 16s. 8d.; C. 4104, £2 15s. 7d.	—	8 19 11	
	Total	—	1,965 15 3	
District No. 2.				
Hookina	†Repairing fence	pt. C. 4045	0 14 4	Completed
Mernmerna	†Repairing fence	pt. C. 4045	0 9 2	Completed
Bunyerroo Creek	Making creek diversion	C. 4297	80 2 10	Completed
312 miles to 316½ miles	Strengthening line with deep fishplates	C. 4395	488 12 9	Not completed
319 miles to 331 miles	Erecting brush fence to stop sand drift	C. 4441	29 9 6	Not completed
Blackfellow's Creek ..	Making creek diversion	C. 4296	119 16 10	Not completed
	†Repairing pitching at bridge	C. 4379	5 14 2	Completed
Beltana	†Repairing fence	pt. C. 4053	0 2 6	Completed
			725 2 1	
	CREDIT.			
	D.O. No. C. 4053	—	0 2 6	
	Total	—	724 19 7	
District No. 3.				
Leigh's Creek	Cleaning out reservoir	pt. C. 4160	30 8 10	Completed
	Lobby in office for Post Office Department	C. 4361	2 5 11	Completed
371 miles to 402½ miles	Protecting ditches with rough stone	C. 4304	46 5 9	Completed
384½ miles	†Assisting to light engine	pt. C. 4045	0 6 0	Completed
Lyndhurst	†Repairing tricycle	pt. C. 4045	1 1 4	Completed
Wirrawilla	Renewing underframe of platform	C. 4433	13 3 1	Not completed
427½ miles	Rebuilding culvert	C. 4305	21 19 8	Not completed
Hergott	†Repairing triangle fence	pt. C. 4045	1 2 11	Completed
	†Repairing cattle yard fence	pt. C. 4045	1 0 9	Completed
	†Repairing points	pt. C. 4045	0 6 0	Completed
	†Repairing warning board	pt. C. 4053	0 6 10	Completed
	§ Repairing loco. cabin	C. 4380	17 8 6	Completed
Whole district	Draughtsmen's salaries in head office	pt. C. 4037	0 17 6	Completed
			136 13 1	
	CREDITS.			
	D.O. Nos. C. 4053, 6s. 10d.; C. 4361, £2 5s. 11d.	—	2 12 9	
	Total	—	134 0 4	
	Aggregate total, £2,824 15s. 2d.			

Reimbursement.

† Damaged by accident.

‡ Damaged by flood.

§ Damaged by storm.

** Credit.

Adelaide, June 30th, 1897.

ALEX. B. MONCRIEFF, Engineer-in-Chief.

No. 47.

ENGINEER

ENGINEER-IN-CHIEF'S
GREAT NORTHERN
C-RETURN OF COST OF WORKS OF MAINTENANCE
MAINTENANCE AND
Gaug.

ORDINARY AND CURRENT REPAIRS.										
Mileage.	Sub-head.	Contract.	Labor.	Stores and Material.	Repairs to Tools, &c.	Traffic Charges.	Loco. Charges.	TOTAL.	Average Cost per Mile of Single Line, including Sidings.	
		£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
DISTRICT 1. Main line71m. 42c. Sidings16m. 17c. Double switches, No. 17 Single switches, No. 143	General expenses—									
	Engineering and supervision	—	484 18 2	12 18 8	—	—	—	497 16 10	5 13 6	
	Sick leave	—	2 19 9	—	—	—	—	2 19 9	0 0 8	
	Recreation leave	—	183 19 3	—	—	—	—	183 19 3	2 1 11	
	Way	—	3,020 18 3	635 0 5	72 19 3	5 4 5	30 10 0	3,754 12 4	42 15 10	
	Works	—	596 10 2	45 12 6	—	—	—	642 2 8	7 6 5	
	Buildings	—	574 14 2	238 19 6	—	—	1 12 6	815 6 2	9 5 10	
	Rolling-stock	—	42 11 7	22 17 3	—	—	4 13 1	70 1 11	0 16 0	
	Machinery, tools, &c.....	—	114 16 3	18 8 6	—	—	—	128 4 9	1 9 3	
	Water, fuel, &c.	—	83 11 1	19 0 0	—	—	—	102 11 1	1 3 4	
	Gross Total	—	5,104 18 8	987 16 10	72 19 3	5 4 5	26 15 7	6,197 14 9	75 12 9	
	Reimbursements	—	—	29 15 4	4 15 10	—	—	34 11 2	0 7 10	
	Net Total	—	5,104 18 8	958 1 6	68 3 5	5 4 5	26 15 7	6,163 3 7	70 4 11	
DISTRICT 2. Main line78m. 40c. Sidings 3m. 3c. Double switches, No. 12 Single switches, No. 16	General expenses—									
	Engineering and supervision	—	416 14 10	11 16 6	—	—	—	428 11 4	5 5 1	
	Sick leave	—	0 14 10	—	—	—	—	0 14 10	0 0 2	
	Recreation leave	—	145 13 4	—	—	—	—	145 13 4	1 15 9	
	Way	—	2,076 1 6	182 16 10	57 14 1	—	—	2,316 12 5	28 8 3	
	Works	—	1,111 11 6	29 0 5	—	—	—	1,140 11 11	13 19 9	
	Buildings	—	219 11 8	53 16 8	—	—	—	273 8 4	3 7 1	
	Rolling-stock	—	32 5 6	25 7 8	—	—	2 14 11	60 8 1	0 14 10	
	Machinery, tools, &c.....	—	95 2 10	4 2 4	—	—	—	99 5 2	1 4 4	
	Water, fuel, &c.	—	69 3 2	15 4 8	—	—	—	74 7 10	0 18 3	
	Gross Total	—	4,156 19 2	322 5 1	57 14 1	—	2 14 11	4,539 13 3	55 13 6	
	Reimbursements	—	—	—	0 0 9	—	—	0 0 9	—	
	Net Total	—	4,156 19 2	322 5 1	57 13 4	—	2 14 11	4,539 12 6	55 13 6	
DISTRICT 3. Main line83m. 40c. Sidings 4m. 1c. Double switches, No. 4 Single switches, No. 39	General expenses—									
	Engineering and supervision	—	415 6 9	10 13 9	—	—	—	426 5 6	4 17 5	
	Sick leave	—	0 14 10	—	—	—	—	0 14 10	0 0 2	
	Recreation leave	—	146 17 7	—	—	—	—	146 17 7	1 13 7	
	Way	—	2,072 16 1	115 10 6	49 5 6	2 2 9	4 12 6	2,244 16 4	25 13 0	
	Works	—	1,155 7 2	23 11 0	—	—	—	1,178 18 2	13 9 5	
	Buildings	—	71 16 6	20 6 11	—	—	—	92 3 5	1 1 1	
	Rolling-stock	—	12 3 2	9 14 8	—	—	6 1 2	27 19 0	0 6 6	
	Machinery, tools, &c.....	—	63 6 7	1 1 10	—	—	—	64 8 5	0 14 9	
	Water, fuel, &c.	—	36 3 5	10 18 10	—	—	—	47 2 3	0 10 9	
	Gross Total	—	3,974 12 1	192 11 6	49 5 6	2 2 9	10 13 8	4,229 5 6	48 6 7	
	Reimbursements	—	—	0 5 0	—	—	—	0 5 0	0 0 1	
	Net Total	—	3,974 12 1	192 6 6	49 5 6	2 2 9	10 13 8	4,229 0 6	48 6 6	
SUM										
Main line233m. 42c. Sidings 23m. 21c. Double switches, No. 33 Single switches, No. 198	General expenses—									
	Engineering and supervision	—	1,316 19 9	35 13 11	—	—	—	1,352 13 8	5 5 4	
	Sick leave	—	4 9 5	—	—	—	—	4 9 5	0 0 4	
	Recreation leave	—	476 10 2	—	—	—	—	476 10 2	1 17 1	
	Way	—	7,169 15 10	933 16 9	179 18 10	7 7 2	25 2 6	8,316 1 1	82 7 8	
	Works	—	2,863 8 10	98 3 11	—	—	—	2,961 12 9	11 10 8	
	Buildings	—	866 2 4	313 3 1	—	—	1 12 6	1,180 17 11	4 12 0	
	Rolling-stock	—	87 0 3	57 19 7	—	—	13 9 2	158 9 0	0 12 4	
	Machinery, tools, &c.....	—	273 5 8	18 12 8	—	—	—	291 18 4	1 2 9	
	Water, fuel, &c.	—	178 17 8	45 3 6	—	—	—	224 1 2	0 17 6	
	Gross Total	—	13,336 9 11	1,502 13 5	179 18 10	7 7 2	40 4 2	14,966 13 6	58 5 8	
	Reimbursements	—	—	30 0 4	4 16 7	—	—	34 16 11	0 2 8	
	Net Total	—	13,336 9 11	1,472 13 1	175 2 3	7 7 2	40 4 2	14,931 16 7	58 3 0	

Adelaide, June 30th, 1897.

DEPARTMENT.
LINES—continued.
AND RENEWAL FOR YEAR ENDING JUNE 30TH, 1897.
RENEWAL ACCOUNT.
3' 6".

EXTRAORDINARY REPAIRS AND RENEWALS.								TOTALS.		
Contract.	Labor.	Stores and Materials.	Repairs to Tools, &c.	Traffic Charges.	Loco. Charges.	TOTAL.	Average Cost per Mile of Single Line, including Sidings.	AGGREGATE TOTAL.	Average Cost per Mile of Single Line, including Sidings.	Average Cost per Mile of Railway.
£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
—	12 17 4	1 1 7	—	—	—	13 18 11	0 3 2	511 15 9	5 16 8	7 3 2
—	—	—	—	—	—	—	—	2 19 9	0 0 8	0 0 10
—	—	—	—	—	—	—	—	183 19 3	2 1 11	2 11 5
—	469 10 5	1,400 11 7	16 3 2	2 11 4	13 17 6	1,902 14 0	21 13 9	5,657 6 4	64 9 7	79 1 11
—	58 3 2	13 17 10	—	—	—	71 1 0	0 16 2	713 3 8	8 2 7	9 19 5
—	37 19 8	17 4 0	—	—	—	55 3 8	0 12 7	870 9 10	9 18 5	12 3 5
—	—	—	—	—	—	—	—	70 1 11	0 16 0	0 19 7
—	—	—	—	—	—	—	—	128 4 9	1 9 3	1 15 10
—	—	—	—	—	—	—	—	102 11 1	1 3 4	1 8 8
—	578 10 7	1,431 15 0	16 3 2	2 11 4	13 17 6	2,042 17 7	23 5 8	8,240 12 4	93 18 5	115 4 3
—	6 6 1	70 16 3	—	—	—	77 2 4	0 17 7	111 13 6	1 5 5	1 11 3
—	572 4 6	1,360 18 9	16 3 2	2 11 4	13 17 6	1,965 15 3	22 8 1	8,128 18 10	92 13 0	113 13 0
—	—	—	—	—	—	—	—	428 11 4	5 5 1	5 9 2
—	—	—	—	—	—	—	—	0 14 10	0 0 2	0 0 2
—	—	—	—	—	—	—	—	145 13 4	1 15 9	1 17 1
—	96 11 6	391 3 9	0 17 6	—	—	488 12 9	5 19 10	2,805 5 2	34 8 1	35 14 9
—	38 3 8	197 2 2	—	—	—	235 5 10	2 17 9	1,375 17 9	16 17 6	17 10 7
—	1 1 9	0 1 9	—	—	—	1 3 6	0 0 3	274 11 10	3 7 4	3 10 0
—	—	—	—	—	—	—	—	60 8 1	0 14 10	0 15 5
—	—	—	—	—	—	—	—	99 5 2	1 4 4	1 5 3
—	—	—	—	—	—	—	—	74 7 10	0 18 3	0 18 11
—	135 16 11	588 7 8	0 17 6	—	—	725 2 1	8 17 10	5,264 15 4	64 11 4	67 1 4
—	—	0 2 6	—	—	—	0 2 6	—	0 3 3	—	—
—	135 16 11	588 5 2	0 17 6	—	—	724 19 7	8 17 10	5,264 12 1	64 11 4	67 1 4
—	—	—	—	—	—	—	—	—	—	—
—	0 17 6	—	—	—	—	0 17 6	0 0 2	427 3 0	4 17 7	5 2 4
—	—	—	—	—	—	—	—	0 14 10	0 0 2	0 0 2
—	—	—	—	—	—	—	—	146 17 7	1 13 7	1 15 2
—	—	—	—	—	—	—	—	2,244 16 4	25 12 0	26 17 8
—	61 16 0	8 11 2	—	—	—	70 7 2	0 16 1	1,249 5 4	14 5 6	14 19 3
—	23 1 4	10 16 11	—	—	—	33 18 3	0 7 9	128 1 8	1 8 10	1 10 3
—	1 0 0	0 1 4	—	—	—	1 1 4	0 0 3	29 0 4	0 6 8	0 6 11
—	—	—	—	—	—	—	—	64 8 5	0 14 9	0 15 5
—	19 19 1	10 9 9	—	—	—	30 8 10	0 7 0	77 11 1	0 17 9	0 18 7
—	106 13 11	29 19 2	—	—	—	136 13 1	1 11 3	4,365 18 7	49 17 10	52 5 9
—	1 14 7	0 18 2	—	—	—	2 12 9	0 0 7	2 17 9	0 0 8	0 0 8
—	104 19 4	29 1 0	—	—	—	184 0 4	1 10 8	4,363 0 10	49 17 2	52 5 1

MARY.

—	13 14 10	1 1 7	—	—	—	14 16 5	0 1 2	1,367 10 1	5 6 6	5 17 1
—	—	—	—	—	—	—	—	4 9 5	0 0 4	0 0 5
—	—	—	—	—	—	—	—	476 10 2	1 17 1	2 0 10
—	566 1 11	1,791 15 4	17 0 8	2 11 4	13 17 6	2,391 6 9	9 6 3	10,707 7 10	41 13 11	45 17 0
—	158 2 10	218 11 2	—	—	—	376 14 0	1 9 4	3,338 6 9	13 0 0	14 5 11
—	62 2 9	28 2 8	—	—	—	90 5 5	0 7 1	1,271 3 4	4 19 1	5 8 10
—	1 0 0	0 1 4	—	—	—	1 1 4	0 0 1	159 10 4	0 12 5	0 13 8
—	—	—	—	—	—	—	—	291 18 4	1 2 9	1 5 0
—	19 19 1	10 9 9	—	—	—	30 8 10	0 2 4	254 10 0	0 19 10	1 1 9
—	821 1 5	2,050 1 10	17 0 8	2 11 4	13 17 6	2,904 12 9	11 6 3	17,871 6 3	69 11 11	76 10 7
—	8 0 8	71 16 11	—	—	—	79 17 7	0 6 3	114 14 6	0 8 11	0 9 10
—	813 0 9	1,978 4 11	17 0 8	2 11 4	13 17 6	2,824 15 2	11 0 0	17,756 11 9	69 3 0	76 0 9

ALEX. B. MONCRIEFF, Engineer-in-Chief.

ENGINEER-IN-CHIEF'S DEPARTMENT.
NORTHERN SYSTEM.

GREAT NORTHERN EXTENSION LINE.

A—RETURN OF AMOUNTS EXPENDED ON **WORKS** or **CONSTRUCTION** FOR YEAR ENDING JUNE 30TH, 1897.
Gauge, 3ft. 6in.

Station or Mileage.	Description of Work.	D.O.	Total Cost.	State if Completed.
		No.	£ s. d.	
CAPITAL ACCOUNT.				
District No. 1.				
Callanna	Vermin-proof netting round reservoir.....	9358	26 10 8	Completed
	Extending inlet of reservoir.....	9730	13 19 4	Not completed
	Floating suction pipe	C. 4151	7 0 7 6	Completed
	Total (including improvement, 7s. 6d.).....	—	£40 17 6	
District No. 2.				
Strangways	Removing telephone from box office to maintenance cottages..	C. 4440	7 5 4 9	Completed
Irrappatana	Removal of tank and mains to Snowtown	pt. 9169	69 0 10	Completed
Whole district	Stopcocks to services to maintenance cottages	pt. 9058	0 8 9	Completed
	Total (including improvement, £5 4s. 9d.) ..	—	£74 14 4	
District No. 3.				
Mount Dutton	Extending inlet of reservoir.....	9729	48 8 9	Not completed
Oodnadatta	Meter at telegraph office	9696	6 16 4	Completed
	Reconstruction of goods shed	9909	48 18 1	Not completed
	Cattle yards	10029	4 7 10	Not completed
			108 11 0	
CREDITS.				
Oodnadatta	Recoup to capital. Prime cost of goods shed burnt 25/1/97 ..	9908	515 10 8	
Whole district	Sale of material	pt. 4536	0 12 6	
			516 3 2	
	Credit balance	—	£407 12 2	
	Aggregate credit balance (including improvements, £5 12s. 3d.), £292 0s. 4d.			

Adelaide, June 30th, 1897.

† Improvement.

ALEX. B. MONCRIEFF, Engineer-in-Chief.

ENGINEER

ENGINEER-IN-CHIEF'S DEPARTMENT.

GREAT NORTHERN EXTENSION LINE—continued.

B—DESCRIPTION OF EXTRAORDINARY WORKS OF REPAIRS AND RENEWALS FOR YEAR ENDING
JUNE 30TH, 1897.

Gauge, 3ft. 6in.

Station or Mileage.	Description of Work.	D.O.	Total Cost.	State if Completed.
		No.	£ s. d.	

MAINTENANCE AND RENEWAL ACCOUNT.

District No. 1.

Coward 459 miles to 513 miles	Repairing engine shed	pt. C. 4046	0 7 5	Completed
	Renewing pipe from bore	pt. C. 4117	0 4 3	Completed
	Erecting brush fences to stop sand drift	C. 4442	26 12 10	Not completed
			27 4 6	
	CREDIT.			
	D.O. No. C. 4117, £2 14s. 10d.	—	2 14 10	
	Total	—	£24 9 8	

District No. 2.

William Creek	Additional accommodation for Post Office and Telegraph Department	pt. C. 4168	* 114 8 6	Completed
	Repairing cattle yard fence	pt. C. 4054	* 0 3 2	Completed
			114 11 8	
	CREDITS.			
	D.O. Nos. C. 4168, £114 8s. 6d. ; C. 4054, 3s. 2d.	—	£114 11 8	
	Total	—	—	

District No. 3.

Warrina	Repairing line	pt. C. 4046	0 18 9	Completed
	Burying camel	pt. C. 4046	0 7 6	Completed
670 miles 30 chains..	Rebuilding abutment of bridge	C. 4318	20 8 8	Not completed
Oodnadatta	Removing pipes cyanide plant	pt. C. 4046	0 7 6	Completed
Whole district	Recoup to capital. Prime cost of goods shed burnt	C. 4398	160 0 8	Completed
	Draughtsmen's salaries in head office	pt. C. 4038	4 7 8	Completed
	Total	—	£186 10 9	
	Aggregate total, £201 0s. 5d.			

** Credit.

* Reimbursement.

+ Damaged by accident.

{ Damaged by storm.

|| Damaged by fire.

Adelaide, June 30th, 1897.

ALEX. B. MONCRIEFF, Engineer-in-Chief.

ENGINEER-IN-CHIEF'S
GREAT NORTHERN EXTENSION
C—RETURN OF COST OF WORKS OF MAINTENANCE
MAINTENANCE AND
Gauge,

ORDINARY AND CURRENT REPAIRS.									
Mileage.	Sub-head.	Contract.	Labor.	Stores and Materials.	Repairs to Tools, &c.	Traffic Charges.	Loco. Charges.	TOTAL.	Average Cost per Mile of Single Line, including Sidings.
		£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
DISTRICT No. 1. Main line78m. 20c. Sidings 2m. 40c. Double switches, No. 23 Single switches, No. 23	General expenses—								
	Engineering and supervision ...	—	411 4 1	7 16 4	—	—	—	419 0 5	5 3 8
	Sick leave.....	—	0 14 10	—	—	—	—	0 14 10	0 0 2
	Recreation leave.....	—	58 7 5	—	—	—	—	58 7 5	0 14 5
	Way	—	721 7 0	62 17 10	19 8 1	—	—	803 12 11	9 18 11
	Works	—	729 6 3	105 5 11	—	—	—	834 12 2	10 6 6
	Buildings	—	6 5 7	1 7 9	—	—	—	7 13 4	0 1 11
	Rolling-stock	—	19 18 3	8 9 3	—	—	0 5 1	28 12 7	0 7 1
	Machinery, tools, &c.	—	3 10 4	0 6 1	—	—	—	3 16 5	0 0 11
	Water, fuel, &c.	—	18 15 3	0 8 2	—	—	—	19 3 5	0 4 0
	Gross total	—	1,969 9 0	186 11 4	19 8 1	—	0 5 1	2,175 13 6	26 18 4
	Reimbursements	—	—	0 17 6	0 10 10	—	—	1 8 4	0 0 4
	Net total	—	1,969 9 0	185 13 10	19 17 3	—	0 5 1	2,174 5 2	26 18 0
DISTRICT No. 2. Main line61m. 20c. Sidings 2m. 15c. Double switches, No. 1 Single switches, No. 21	General expenses—								
	Engineering and supervision ...	—	428 0 11	8 2 10	—	—	—	436 3 9	5 4 7
	Sick leave.....	—	2 19 10	—	—	—	—	2 19 10	0 0 9
	Recreation leave.....	—	69 19 7	—	—	—	—	69 19 7	0 14 3
	Way	—	734 19 2	22 16 6	17 1 10	—	—	774 17 6	9 5 9
	Works	—	310 2 5	17 18 2	—	—	—	328 0 7	3 18 7
	Buildings	—	31 4 2	7 8 10	—	—	—	33 13 0	0 9 3
	Rolling-stock	—	11 1 4	5 9 11	—	—	0 5 1	16 16 4	0 4 0
	Machinery, tools, &c.	—	11 19 11	0 8 6	—	—	—	12 8 5	0 3 0
	Water, fuel, &c.	—	9 19 3	0 8 10	—	—	—	10 8 1	0 2 6
	Gross total	—	1,599 17 7	62 13 7	17 1 10	—	0 5 1	1,679 18 1	20 2 8
	Reimbursements	—	—	—	0 2 8	—	—	0 2 8	—
	Net total	—	1,599 17 7	62 13 7	16 19 2	—	0 5 1	1,679 15 5	20 2 8
DISTRICT No. 3. Main line64m. 70c. Sidings 4m. 65c. Double switches, No. 1 Single switches, No. 35	General expenses—								
	Engineering and supervision ...	—	436 5 11	10 10 2	—	—	—	446 16 1	4 19 7
	Sick leave.....	—	0 14 10	—	—	—	—	0 14 10	0 0 2
	Recreation leave.....	—	41 5 3	—	—	—	—	41 5 3	0 9 2
	Way	—	882 7 5	41 7 7	19 13 5	—	—	943 8 5	10 10 2
	Works	—	108 5 8	4 12 11	—	—	—	112 18 7	1 5 2
	Buildings	—	16 8 11	12 12 7	—	—	—	29 1 6	0 6 6
	Rolling-stock	—	10 19 1	3 11 10	—	—	0 1 0	14 11 11	0 3 3
	Machinery, tools, &c.	—	5 5 0	0 14 6	—	—	—	5 19 6	0 1 4
	Water, fuel, &c.	—	11 16 2	0 7 11	—	—	—	12 4 1	0 2 9
	Gross total	—	1,513 8 3	73 17 6	19 13 5	—	0 1 0	1,607 0 2	17 18 1
	Reimbursements	—	—	—	—	—	—	—	—
	Net total	—	1,513 8 3	73 17 6	19 13 5	—	0 1 0	1,607 0 2	17 18 1
SUM									
Main line244m. 36c. Sidings 9m. 46c. Double switches, No. 1 Single switches, No. 79	General expenses—								
	Engineering and supervision ...	—	1,275 10 11	26 9 4	—	—	—	1,302 0 3	5 2 6
	Sick leave.....	—	4 9 6	—	—	—	—	4 9 6	0 0 4
	Recreation leave.....	—	159 3 3	—	—	—	—	159 3 3	0 12 6
	Way	—	2,335 13 7	127 1 11	56 3 4	—	—	2,521 18 10	9 18 7
	Works	—	1,147 14 4	127 17 0	—	—	—	1,275 11 4	5 0 5
	Buildings	—	53 18 8	21 9 2	—	—	—	75 7 10	0 5 11
	Rolling-stock	—	41 18 8	17 11 0	—	—	0 11 2	60 0 10	0 4 9
	Machinery, tools, &c.	—	20 15 3	1 9 1	—	—	—	22 4 4	0 1 9
	Water, fuel, &c.	—	40 10 8	1 4 11	—	—	—	41 15 7	0 3 4
	Gross total	—	5,082 14 10	323 2 5	56 3 4	—	0 11 2	5,462 11 9	21 10 1
	Reimbursements	—	—	0 17 6	0 13 6	—	—	1 11 0	0 0 1
	Net total	—	5,082 14 10	322 4 11	55 9 10	—	0 11 2	5,461 0 9	21 10 0

Adelaide, June 30th, 1897.

DEPARTMENT.

LINE—continued.

AND RENEWAL FOR YEAR ENDING JUNE 30TH, 1897.

RENEWAL ACCOUNT.

3ft. 6in.

EXTRAORDINARY REPAIRS AND RENEWALS.								TOTALS.		
Contract.	Labor.	Stores and Materials.	Repairs to Tools, &c.	Traffic Charges.	Loco. Charges.	TOTAL.	Average Cost per Mile of Single Line, including Sidings.	AGGREGATE TOTAL.	Average Cost per Mile of Single Line, including Sidings.	Average Cost per Mile of Railway.
\$ s. d.	\$ s. d.	\$ s. d.	\$ s. d.	\$ s. d.	\$ s. d.	\$ s. d.	\$ s. d.	\$ s. d.	\$ s. d.	\$ s. d.
—	—	—	—	—	—	—	—	419 0 5	5 3 8	5 7 1
—	—	—	—	—	—	—	—	0 14 10	0 0 2	0 0 2
—	—	—	—	—	—	—	—	58 7 5	0 14 5	0 14 11
—	—	—	—	—	—	—	—	808 12 11	9 18 11	10 5 5
—	9 6 4	17 6 6	—	—	—	26 12 10	0 6 7	861 5 0	10 13 1	11 0 2
—	—	0 7 5	—	—	—	0 7 5	0 0 1	8 0 9	0 2 0	0 2 1
—	—	0 4 3	—	—	—	0 4 3	0 0 1	28 16 10	0 7 2	0 7 4
—	—	—	—	—	—	—	—	3 16 5	0 0 11	0 1 0
—	—	—	—	—	—	—	—	19 3 5	0 4 9	0 4 11
—	9 6 4	17 18 2	—	—	—	27 4 6	0 6 9	2,202 18 0	27 5 1	28 3 1
—	—	2 14 10	—	—	—	2 14 10	0 0 8	4 3 2	0 1 0	0 1 1
—	9 6 4	15 3 4	—	—	—	24 9 8	0 6 1	2,193 14 10	27 4 1	28 2 0
—	—	—	—	—	—	—	—	436 3 9	5 4 7	5 7 4
—	—	—	—	—	—	—	—	2 19 10	0 0 9	0 0 9
—	—	—	—	—	—	—	—	59 10 7	0 14 3	0 14 8
—	—	—	—	—	—	—	—	774 17 6	9 5 9	9 10 9
—	89 5 0	25 5 4	—	0 1 4	—	114 11 8	1 7 6	328 0 7	3 18 7	4 0 9
—	—	—	—	—	—	—	—	153 4 8	1 16 9	1 17 9
—	—	—	—	—	—	—	—	16 16 4	0 4 0	0 4 2
—	—	—	—	—	—	—	—	12 8 6	0 3 0	0 3 0
—	—	—	—	—	—	—	—	10 8 1	0 2 6	0 2 7
—	89 5 0	25 5 4	—	0 1 4	—	114 11 8	1 7 6	1,794 9 9	21 10 2	22 1 9
—	89 5 0	25 5 4	—	0 1 4	—	114 11 8	1 7 6	114 14 4	1 7 6	1 8 3
—	—	—	—	—	—	—	—	1,679 15 5	20 2 8	20 13 6
—	4 7 8	—	—	—	—	4 7 8	0 0 11	451 3 9	5 0 6	5 6 3
—	—	—	—	—	—	—	—	0 14 10	0 0 2	0 0 2
—	—	—	—	—	—	—	—	41 5 3	0 9 2	0 9 9
—	1 6 3	—	—	—	—	1 6 3	0 0 4	944 14 8	10 10 6	11 2 5
—	16 18 5	3 10 3	—	—	—	20 8 8	0 4 7	133 7 3	1 9 9	1 11 5
—	0 7 6	160 0 8	—	—	—	160 8 2	1 15 9	189 9 8	2 2 3	2 4 7
—	—	—	—	—	—	—	—	14 11 11	0 3 3	0 3 5
—	—	—	—	—	—	—	—	6 19 6	0 1 4	0 1 5
—	—	—	—	—	—	—	—	13 4 1	0 2 9	0 2 10
—	22 19 10	163 10 11	—	—	—	186 10 9	2 1 7	1,793 10 11	19 19 8	21 2 3
—	—	—	—	—	—	—	—	—	—	—
—	22 19 10	163 10 11	—	—	—	186 10 9	2 1 7	1,793 10 11	19 19 8	21 2 3

MARY.

—	4 7 8	—	—	—	—	4 7 8	0 0 4	1,306 7 11	5 2 10	5 6 11
—	—	—	—	—	—	—	—	4 9 6	0 0 4	0 0 4
—	—	—	—	—	—	—	—	159 3 3	0 12 6	0 13 0
—	1 6 3	—	—	—	—	1 6 3	0 0 1	2,523 5 1	9 18 8	10 6 5
—	26 4 9	29 16 9	—	—	—	47 1 6	0 3 9	1,322 12 10	5 4 2	5 8 3
—	89 12 6	185 13 5	—	0 1 4	—	275 7 3	1 1 8	350 15 1	1 7 7	1 8 9
—	—	0 4 3	—	—	—	0 4 3	—	60 5 1	0 4 9	0 4 11
—	—	—	—	—	—	—	—	22 4 4	0 1 9	0 1 10
—	—	—	—	—	—	—	—	41 15 7	0 3 4	0 3 5
—	131 11 3	298 14 5	—	0 1 4	—	328 6 11	1 5 10	5,790 18 8	22 15 11	23 13 10
—	89 5 0	28 0 2	—	0 1 4	—	117 6 6	0 9 3	118 17 6	0 9 4	0 9 9
—	32 6 2	178 14 3	—	—	—	211 0 5	0 16 7	5,672 1 2	22 6 7	23 4 1

ALEX. B. MONCRIEFF, Engineer-in-Chief.

SOUTH AUSTRALIAN RAILWAYS.
ENGINEER-IN-CHIEF'S DEPARTMENT.
SOUTH-EASTERN SYSTEM.
SOUTH-EASTERN LINES.

A—RETURN OF AMOUNTS EXPENDED ON WORKS OF CONSTRUCTION for YEAR ENDING
JUNE 30TH, 1897.
Gauge, 3ft. 6in.

Station or Mileage.	Description of Works.	D.O.	Total Cost.	State if Completed.
		No.	£ s. d.	
CAPITAL ACCOUNT.				
District No. 1.				
Naracoorte	Deepening well	9995	0 19 10	Not completed
	Removal and re-erection of hut	C. 4411	¶ 16 0 8	Completed
Katnook	Turnstile	C. 4315	¶ 1 18 5	Completed
246m. 16c. to 248m. 64c.	Fencing line	9963	70 9 0	Not completed
	Total (including improvements, £17 19s. 1d.)....	—	89 7 11	
District No. 2.				
Nil.				
District No. 3.				
Kalangadoo	Cattle yards	pt. 9033	16 13 0	Completed
Mount Gambier	Stone-paving sheeppyards	9474	110 10 9	Completed
	Washing-out arrangements for livestock vans	9382	39 6 9	Completed
	Footpath from Wehl-street	pt. 9365	7 4 7	Completed
	Additional lamps at cattle yards	C. 4250	¶ 14 14 7	Completed
	Tool house for district foreman	C. 4326	¶ 5 16 10	Completed
306 miles 71 chains ..	Removal of occupation crossing	10035	1 0 0	Completed
Mount Gambier to Beachport	Substituting cheese knobs for indicators.....	C. 4382	¶ 54 8 1	Completed
	Total (including improvements, £74 19s. 6d.)....	—	249 14 7	
	Aggregate total (including improvement, £92 18s. 7d.), £339 2s. 6d.			
MISCELLANEOUS.				
257 miles 32 chains..	Bridge over main drain, and raising formation level	pt. 9231	516 8 2	Completed

¶ Improvements.
Adelaide, June 30th, 1897. ALEX. B. MONCRIEFF, Engineer-in-Chief.

ENGINEER-IN-CHIEF'S DEPARTMENT.

SOUTH-EASTERN LINES—continued.

B—DESCRIPTION OF EXTRAORDINARY WORKS OF REPAIRS AND RENEWALS FOR YEAR
ENDING JUNE 30TH, 1897.

Gauge, 3ft. 6in.

Station or Mileage.	Description of Work.	D.O.	Amount.	State if Completed.
		No.	£ s. d.	

MAINTENANCE AND RENEWAL ACCOUNT.

District No. 1.

Frances	Bolting walls of stationmaster's house	C. 4410	18 7 1	Completed
Naracoorte	†Repairing goods shed door	pt. C. 4048	1 11 4	Completed
	†Repairing switches	pt. C. 4048	0 10 10	Completed
	†Repairing line	pt. C. 4048	0 14 1	Completed
	Additional ties to loco. foreman's house	C. 4228	8 2 3	Completed
	Reflooring part of engine shed	C. 4286	64 3 2	Completed
	Experiments for destroying weeds by arsenic	C. 4366	2 1 7	Completed
Glenroy	†Repairing cattle yard	pt. C. 4048	0 4 0	Completed
Whole district	Repairing buildings damaged by earthquake	pt. C. 4450	2 1 0	Not completed
	Total	—	97 15 4	

District No. 2.

Kingston	†Repairing switches	pt. C. 4048	0 17 0	Completed
	†Repairing stop block	pt. C. 4048	0 8 0	Completed
	Repairing jetty	pt. C. 4056	1 4 3	Completed
Whole district	Draughtsmen's salaries in head office	pt. C. 4040	0 18 2	Completed
	Repairing buildings damaged by earthquake	pt. C. 4450	11 4 3	Completed
			14 11 8	
	CREDIT.			
	D.O. No. C. 4056	—	1 4 3	
	Total	—	13 7 5	

District No. 3.

275½ miles	†Repairing fence	pt. C. 4048	0 7 3	Completed
Kalangadoo	†Repairing points	pt. C. 4048	0 5 3	Completed
Mount Gambier	†Repairing lobby door	pt. C. 4048	0 1 7	Completed
	†Repairing gate	pt. C. 4048	0 8 0	Completed
	Relaying main line	C. 4341	24 11 2	Completed
Burrungule	†Repairing cattle grid	pt. C. 4048	0 1 8	Completed
Millicent	†Repairing stop block	pt. C. 4048	0 7 3	Completed
	Redecking goods platform	C. 4397	22 10 8	Not completed
Beachport	†Repairing line	pt. C. 4048	0 3 9	Completed
	†Repairing gate	pt. C. 4056	1 5 0	Completed
Mount Gambier to Beachport	Strengthening rail joints	C. 4396	139 3 1	Not completed
	Reballasting line	C. 4426	682 4 6	Completed
Whole district	Repairing buildings damaged by earthquake	pt. C. 4450	14 6 3	Completed
			885 15 5	
	CREDIT.			
	D.O. No. C. 4056	—	1 5 0	
	Total	—	884 10 5	
	Aggregate total, £995 13s. 2d.			

* Reimbursement.

† Damaged by fire.

+ Damaged by accident.

Adelaide, June 30th, 1897.

ALEX. B. MONCRIEFF, Engineer-in-Chief.

C—RETURN OF COST OF WORKS OF MAINTENANCE

MAINTENANCE AND

Gauge

ORDINARY AND CURRENT REPAIRS.									
Mileage.	Sub-head.	Contract.	Labor.	Stores and Material.	Repairs to Tools, &c.	Traffic Charges.	Loco. Charges.	TOTAL.	Average Cost per Mile of Single Line, including Sidings.
District No. 1. Main line..... 79m. 17c. Sidings..... 4m. 9c. Double switches, No. 4 Single do. No. 50	General expenses—	\$ s. d.	\$ s. d.	\$ s. d.	\$ s. d.	\$ s. d.	\$ s. d.	\$ s. d.	\$ s. d.
	Engineering and supervision	—	504 4 11	13 11 7	—	—	—	517 16 6	6 4 3
	Sick leave.....	—	—	—	—	—	—	—	—
	Recreation leave.....	—	117 11 2	—	—	—	—	117 11 2	1 8 3
	Way	—	2,633 5 0	162 15 8	4 1 1	14 14 7	22 12 6	2,837 8 5	34 1 1
	Works	—	293 7 0	20 4 3	—	—	—	313 11 3	3 15 3
	Buildings	—	105 2 2	51 6 9	—	—	0 4 5	156 13 4	1 17 7
	Rolling-stock	—	6 13 9	15 18 0	0 0 6	—	—	22 12 3	0 5 5
	Machinery, tools, &c.	—	18 15 7	1 8 4	—	—	—	20 3 11	0 4 10
	Water, fuel, &c.	—	3 17 1	2 11 10	—	—	1 9 4	7 18 3	0 1 11
	Gross total	—	3,682 16 8	267 16 0	4 1 7	14 14 7	24 6 3	3,993 15 1	47 18 7
	Reimbursements	—	0 13 4	11 9 10	0 10 0	—	—	12 13 2	0 3 1
	Net total	—	3,682 3 4	256 6 2	3 11 7	14 14 7	24 6 3	3,981 1 11	47 15 6
	General expenses—	—	—	—	—	—	—	—	—
	Engineering and supervision	—	489 2 8	13 3 2	—	—	—	502 5 10	9 2 0
District No. 2. Main line..... 51m. 40c. Sidings..... 3m. 55c. Double switches, No. 11 Single do. No. 28	Sick leave.....	—	—	—	—	—	—	—	—
	Recreation leave.....	—	66 4 8	—	—	—	—	66 4 8	1 4 0
	Way	—	1,248 7 3	133 12 11	4 2 2	—	—	1,486 2 4	26 18 7
	Works	—	341 9 11	90 5 5	—	—	0 0 10	431 16 2	7 16 6
	Buildings	—	24 10 3	11 2 4	—	—	—	35 12 7	0 12 11
	Rolling-stock	—	15 7 0	6 10 8	0 0 6	—	0 2 10	22 1 0	0 8 0
	Machinery, tools, &c.	—	13 9 5	0 7 7	—	—	—	13 17 0	0 5 0
	Water, fuel, &c.	—	—	—	—	—	—	—	—
	Gross total	—	2,298 11 2	255 2 1	4 2 8	—	0 3 8	2,557 19 7	46 7 0
	Reimbursements	—	—	7 19 4	—	—	—	7 19 4	0 2 11
	Net total	—	2,298 11 2	247 2 9	4 2 8	—	0 3 8	2,550 0 3	46 4 1
	General expenses—	—	—	—	—	—	—	—	—
	Engineering and supervision	—	465 15 9	13 2 6	—	—	—	478 18 3	5 5 4
	Sick leave.....	—	—	—	—	—	—	—	—
	Recreation leave.....	—	93 2 5	—	—	—	—	93 2 5	1 0 6
District No. 3. Main line..... 84m. 70c. Sidings..... 6m. 4c. Double switches, No. 12 Single do. No. 41	Way	—	1,908 9 2	238 17 10	13 2 8	7 19 10	21 12 6	2,190 2 0	24 1 9
	Works	—	701 1 3	148 12 9	0 3 0	2 7 8	3 15 3	855 19 11	9 8 3
	Buildings	—	93 8 8	49 4 11	1 13 0	—	—	144 6 2	1 11 9
	Rolling-stock	—	21 2 6	25 15 6	—	—	—	46 18 0	0 10 4
	Machinery, tools, &c.	—	34 1 6	4 9 0	—	—	—	38 10 6	0 8 6
	Water, fuel, &c.	—	0 17 1	4 4 2	—	—	—	5 1 3	0 1 1
	Gross total	—	3,317 17 11	484 6 8	14 18 8	10 7 6	25 7 9	3,852 18 6	42 7 6
	Reimbursements	—	0 11 10	27 3 10	—	—	—	27 15 8	0 6 1
	Net total	—	3,317 6 1	457 2 10	14 18 8	10 7 6	25 7 9	3,825 2 10	42 1 5
	General expenses—	—	—	—	—	—	—	—	—
	Engineering and supervision	—	1,459 3 4	39 17 3	—	—	—	1,499 0 7	6 10 8
	Sick leave.....	—	—	—	—	—	—	—	—
	Recreation leave.....	—	276 18 3	—	—	—	—	276 18 3	1 4 2
Main line 215m. 47c. Sidings 13m. 68c. Double switches, No. 27 Single do No. 117	Way	—	5,290 1 5	533 6 0	21 5 11	22 14 5	44 5 0	6,513 12 9	28 7 9
	Works	—	1,335 18 2	259 2 5	0 3 0	2 7 8	3 16 1	1,601 7 4	6 19 7
	Buildings	—	223 0 8	111 14 0	1 13 0	—	0 4 5	336 12 1	1 9 4
	Rolling-stock	—	43 3 3	48 4 2	0 1 0	—	0 2 10	91 11 3	0 8 0
	Machinery, tools, &c.	—	66 6 6	6 4 11	—	—	—	72 11 5	0 6 4
	Water, fuel, &c.	—	4 14 2	6 16 0	—	—	1 9 4	12 19 6	0 1 2
	Gross total	—	9,299 5 9	1,007 4 9	23 2 11	25 2 1	49 17 8	10,404 13 2	45 7 0
	Reimbursements	—	1 5 2	46 13 0	0 10 0	—	—	48 8 2	0 4 3
	Net total	—	9,298 0 7	960 11 9	22 12 11	25 2 1	49 17 8	10,356 5 0	45 2 9
SUM									

Adelaide, June 30th, 1897.

DEPARTMENT.

LINES—continued.

AND RENEWAL FOR YEAR ENDING JUNE 30TH, 1897.

RENEWAL ACCOUNT.

3ft. 6in.

EXTRAORDINARY REPAIRS AND RENEWALS.								TOTALS.		
Contract.	Labor.	Stores and Materials.	Repairs to Tools, &c.	Traffic Charges.	Loco. Charges.	TOTAL.	Average Cost per Mile of Single Line, including Sidings.	AGGREGATE TOTAL.	Average Cost per Mile of Single Line, including Sidings.	Average Cost per Mile of Railway.
\$ s. d.	\$ s. d.	\$ s. d.	\$ s. d.	\$ s. d.	\$ s. d.	\$ s. d.	\$ s. d.	\$ s. d.	\$ s. d.	\$ s. d.
—	—	—	—	—	—	—	—	517 18 6	6 4 3	6 10 9
—	—	—	—	—	—	—	—	117 11 2	1 8 3	1 9 8
—	2 5 8	1 0 10	—	—	—	3 6 6	0 0 10	2,840 14 11	34 1 11	35 17 3
—	—	—	—	—	—	—	—	318 11 3	3 15 3	3 19 2
—	35 6 8	65 13 2	—	—	—	98 19 10	1 3 9	255 13 2	3 1 4	3 4 7
—	—	—	—	—	—	—	—	22 12 3	0 5 5	0 5 8
—	—	—	—	—	—	—	—	20 3 11	0 4 10	0 5 1
—	—	—	—	—	—	—	—	7 18 3	0 1 11	0 2 0
—	35 12 4	66 14 0	—	—	—	102 6 4	1 4 7	4,096 1 5	49 3 2	51 14 2
—	—	4 11 0	—	—	—	4 11 0	0 1 1	17 4 2	0 4 2	0 4 4
—	35 12 4	62 3 0	—	—	—	97 15 4	1 3 6	4,078 17 3	48 19 0	51 9 10
—	—	—	—	—	—	—	—	—	—	—
—	0 18 2	—	—	—	—	0 18 2	0 0 4	503 4 0	9 2 4	9 15 5
—	—	—	—	—	—	—	—	66 4 8	1 4 0	1 5 9
—	0 19 6	0 5 6	—	—	—	1 5 0	0 0 5	1,487 7 4	26 19 0	28 17 7
—	1 4 3	—	—	—	—	1 4 3	0 0 5	433 0 5	7 16 11	8 6 2
—	10 9 0	0 15 3	—	—	—	11 4 3	0 4 1	46 16 10	0 17 0	0 18 2
—	—	—	—	—	—	—	—	22 1 0	0 8 0	0 8 7
—	—	—	—	—	—	—	—	13 17 0	0 5 0	0 5 5
—	—	—	—	—	—	—	—	—	—	—
—	13 10 11	1 0 9	—	—	—	14 11 8	0 5 3	2,572 11 3	46 12 3	49 19 1
—	1 4 3	—	—	—	—	1 4 3	0 0 5	9 3 7	0 3 4	0 3 7
—	12 6 8	1 0 9	—	—	—	13 7 5	0 4 10	2,563 7 8	46 8 11	49 15 6
—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	478 18 3	5 5 4	5 12 10
—	—	—	—	—	—	—	—	93 2 5	1 0 6	1 1 11
—	62 1 0	753 1 0	—	17 7 9	38 0 0	870 9 9	9 11 5	3,060 11 9	33 13 2	36 1 2
—	2 1 11	—	—	—	—	2 1 11	0 0 6	858 1 10	9 8 9	10 2 3
—	13 10 7	23 7 11	—	—	—	36 18 6	0 8 1	181 4 8	1 19 10	2 2 8
—	—	—	—	—	—	—	—	46 18 0	0 10 4	0 11 1
—	—	—	—	—	—	—	—	38 10 6	0 8 6	0 9 1
—	—	—	—	—	—	—	—	5 1 3	0 1 1	0 1 2
—	77 13 6	776 8 11	—	17 7 9	38 0 0	909 10 2	10 0 0	4,762 8 8	52 7 6	56 2 2
—	1 5 0	23 14 9	—	—	—	24 19 9	0 5 6	52 15 5	0 11 7	0 12 5
—	78 8 6	752 14 2	—	17 7 9	38 0 0	884 10 5	9 14 6	4,709 13 3	51 15 11	55 9 9

MARY.

—	0 18 2	—	—	—	—	0 18 2	0 0 1	1,499 18 9	6 10 9	6 19 2
—	—	—	—	—	—	—	—	276 18 3	1 4 2	1 5 8
—	65 9 2	754 7 4	—	17 7 9	38 0 0	875 1 3	3 16 3	7,388 14 0	32 4 0	34 5 6
—	3 6 2	—	—	—	—	3 6 2	0 0 3	1,604 13 6	6 19 10	7 8 10
—	57 6 3	89 16 4	—	—	—	147 2 7	0 12 10	483 14 8	2 2 3	2 4 10
—	—	—	—	—	—	—	—	91 11 3	0 8 0	0 8 6
—	—	—	—	—	—	—	—	72 11 5	0 6 4	0 6 9
—	—	—	—	—	—	—	—	12 19 6	0 1 2	0 1 2
—	126 16 9	844 8 8	—	17 7 9	38 0 0	1,026 8 2	4 9 5	11,431 1 4	49 16 5	53 0 5
—	2 9 3	28 5 9	—	—	—	30 15 0	0 2 8	79 3 2	0 6 11	0 7 4
—	124 7 6	815 17 11	—	17 7 9	38 0 0	965 13 2	4 6 9	11,351 18 2	49 9 6	52 13 1

ALEX. B. MONCRIEFF, Engineer-in-Chief.

SOUTH AUSTRALIAN RAILWAYS.
ENGINEER-IN-CHIEF'S DEPARTMENT.
NORTHERN TERRITORY SYSTEM.
PALMERSTON AND PINE CREEK LINE.

A—RETURN OF AMOUNTS EXPENDED ON WORKS OF CONSTRUCTION FOR YEAR ENDING
JUNE 30TH, 1897.
Gauge, 3ft. 6in.

Station or Mileage.	Description of Works.	D.O.	Total Cost.	State if Completed.
		No.	£ s. d.	
CAPITAL ACCOUNT.				
District No. 1.				
Palmerston	Scour valves	9235	24 3 6	Completed
	Fireplugs	9466	44 13 5	Not completed
	Total	—	68 16 11	
District No. 2.				
Brock's Creek	Approach to platform	9826	154 9 6	Completed
	Re-erecting platform removed from Rum Jungle.....	C. 4434	¶ 60 0 0	Completed
	Total	—	214 9 6	
	Aggregate total (including improvements, £60), £283 6s. 5d.			

Adelaide, June 30th, 1897.

¶ Improvement.

ALEX. B. MONCRIEFF, Engineer-in-Chief.

ENGINEER

ENGINEER-IN-CHIEF'S DEPARTMENT.

PALMERSTON AND PINE CREEK LINE.

B—DESCRIPTION OF **EXTRAORDINARY WORKS** OF REPAIRS AND RENEWALS FOR YEAR ENDING
JUNE 30TH, 1897.

Gauge, 3ft. 6in.

Station or Mileage.	Description of Works.	D.O.	Total Cost.	State if Completed.
		No.	£ s. d.	
MAINTENANCE AND RENEWAL ACCOUNT.				
District No. 1.				
Palmerston	Reconstruction of jetty	pt. C. 4023	449 18 6	Not completed
	†Repairing jetty gangway	pt. C. 4057	• 3 14 4	Completed
	§Repairing fencing	pt. C. 4374	22 11 6	Not completed
	§Repairing earthworks	pt. C. 4374	177 7 2	Not completed
	§Repairing traffic buildings	pt. C. 4374	566 8 10	Not completed
	§Repairing loco. buildings	pt. C. 4374	841 10 5	Not completed
	§Repairing maintenance buildings	pt. C. 4374	120 5 3	Not completed
	§Repairing residences	pt. C. 4374	1,171 5 1	Not completed
Whole district	Draughtsmen's salaries in head office	pt. C. 4041	5 10 5	Completed
			3,358 11 6	
CREDIT.				
	D.O. C. 4057	—	3 14 4	
	Total	—	3,354 17 2	
District No. 2.				
Adelaide River	Alterations to tension bars of bridge	C. 4340	23 3 8	Completed
Whole district	†Repairs to line	C. 4375	2,880 14 3	Not completed
	Draughtsmen's salaries in head office	pt. C. 4041	5 10 5	Completed
	Total	—	2,909 8 4	
	Aggregate total, ££,264 5s 6d.			

* Reimbursement.

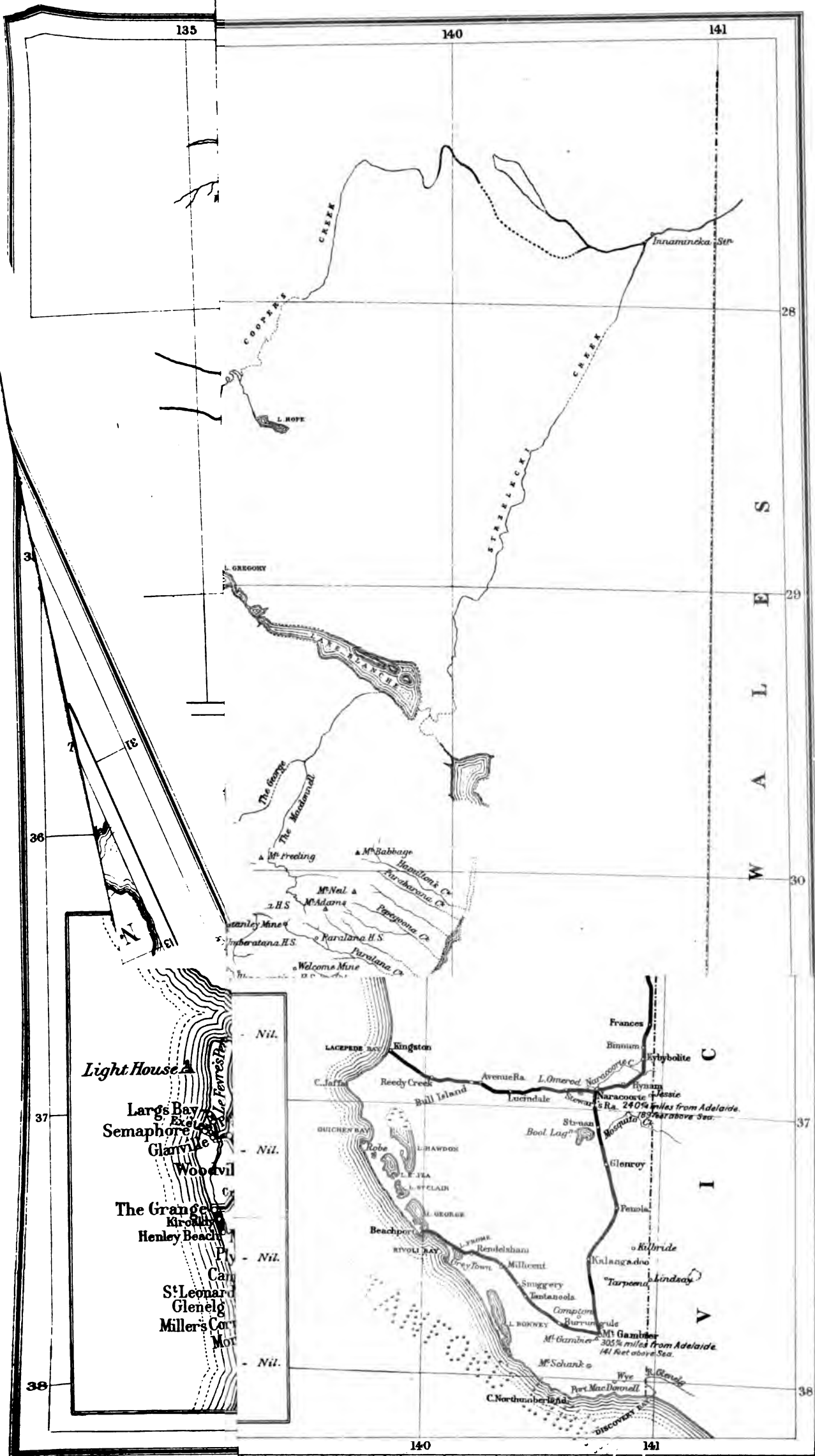
† Damaged by accident.

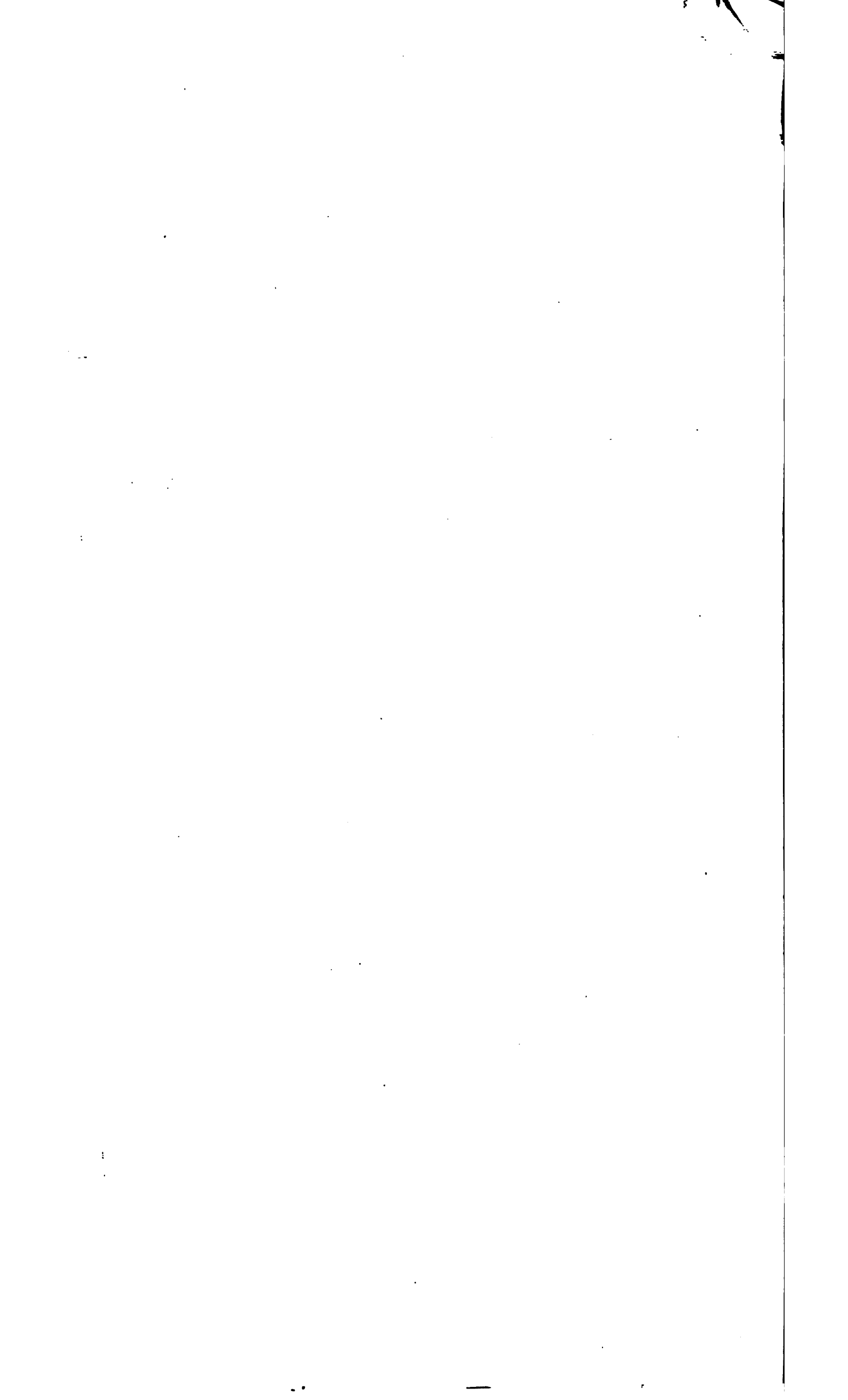
‡ Damaged by floods.

§ Damaged by storm.

Adelaide, June 30th, 1897.

ALEX. B. MONCRIEFF, Engineer-in-Chief.





GILSON BROS.
MAKERS
SYRACUSE, - N.Y.
PAT. JAN. 21, 1908

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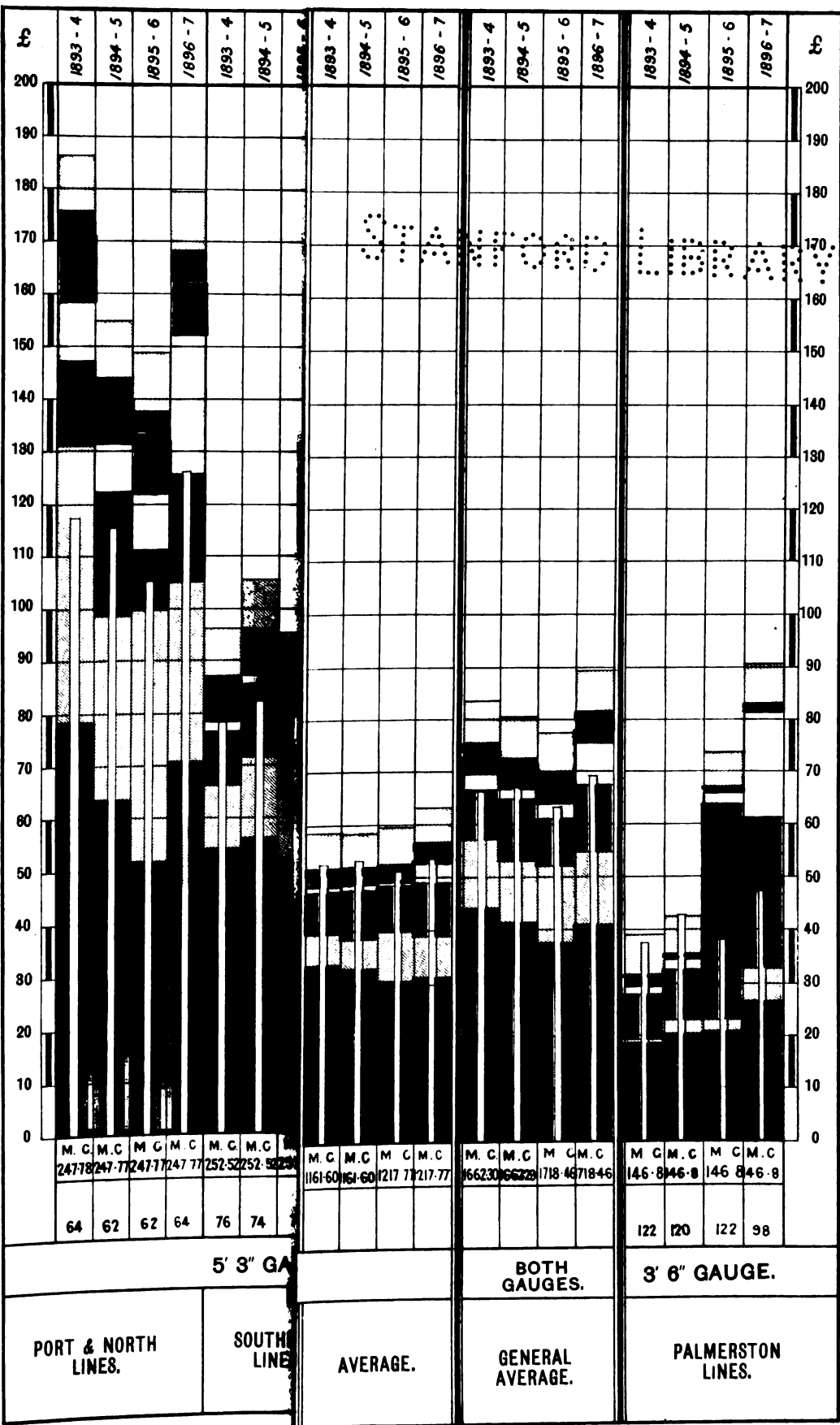
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LIBRARY

ALIAN RAIL

EXTRAORDINARY MAINTENANCE
YEARS 1893-4, 1894-5, 1895-6

ENGINEER-IN-CHIEF FOR THE YEAR ENDING JUNE 30TH, 1896
per Mile of Ordinary Maintenance
by a white column.



Miscellaneous
is included in Miscellaneous—Signalling is included

Alex. B. Moncrieff, Engineer-in-Chief.
P.P. No. 47. 3.

